APPENDIX C

Technical Training Discussions (TTDs)

[redacted]
EE-ZNY, New York Center, NY

to: 'AEA-ZNY-ARTCC-Operations-Supervisors

12/02/2010 03:22 PM

Cc: 'AEA-ZNY-ARTCC-Operations-Mgrs , [redacted]

Hi All,

I have attached a copy of the requirements for TTDs. Please note that TTDs are not intended to be given each time you have a performance discussion with an employee. These discussions can be documented in CEDAR as a QAR or in you supervisory notes. A TTD must be done every six months and should address the performance, good and bad, that has been observed since the last TTD. Let me know if you have any questions.

Sam

TTD Requirement pdf

[redacted]
Support Manager
New York Center Safety Office
631-468-1075 Office
631-468-4245 Fax

Federal Aviation Administration

Memorandum

Date: March 26, 2009

To: Area C Personnel

From: [redacted], Support Manager Safety, ZNY-505

Thru: [redacted], Operations Manager, ZNY-540C

Subject: Performance Verification Program

New York Center is implementing a performance verification (PV) program. The initial objective of the program is to improve phraseology. The safety office will review voice tapes of controllers and FLMs and a performance event worksheet will be completed. The review will encompass a minimum of fifty ATC phraseology events. Each event is scored two points if correct or minus two points if incorrect (These numbers will vary if there are more than fifty events). For example:

"N245TC climb and maintain flight level three two zero" will be broken down into three phraseology events.

1. "N245TC" (Call sign complete and correct)
2. "climb and maintain" (Altitude clearance)
3. "flight level three two zero" (Altitude assignment)

A passing score of 80% is required. If a controller or FLM scores below 80%, a follow-up review will be conducted within thirty (30) days. If an employee fails to pass the follow-up review and/or any subsequent follow-up reviews, skill enhancement or remedial training may be assigned.

The program will begin on April 1, 2009. **The first three months of the program is a grace period.** Controllers and FLMs will be given performance reviews that are informational and will not be retained as part of the program. **Beginning on July 1, 2009, the program will officially begin in Area C and all performance event worksheets will be retained.**

If you have any questions regarding the PV program, see me in the safety office.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 1/5/2011

Period Start: 7/3/2010 **Period End:** 1/5/2011

Facility Technical Training Objectives for CY2011

1 Traffic Advisories When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate Remember, you must suggest headings when vectoring VFR aircraft

2 Readback Errors Train yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

3 Weather Advisories Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

4 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

5 Visual Separation The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses

6 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

NA Ocean 21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors

Previously identified issues (from previous period)

No technical training issues identified

Supervisory Identified Issues (from current period)

No technical training issues identified

[redacted] 1/5/11

Supervisor Signature Date

[redacted] 1/5/11

Employee Signature Date

When finished sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/2/2011.

Period Start: 10/15/2010 **Period End:** 3/2/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.During this period, Bill has been assisting in DSYIM providing excellent instruction to developmentals

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/2/11

Supervisor Signature Date

[redacted] 3/2/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training.

New York ARTCC Technical Training

A

A Technical Training Discussion was conducted with [redacted] on 3/2/2011.

Period Start: 10/2/2010 **Period End:** 3/2/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):

No technical training issues identified.

[redacted] 3/2/11

Supervisor Signature Date

[redacted] 3/2/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 1/4/2011.

Period Start: 7/6/2010 **Period End:** 1/4/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

   Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 1/4/11 [redacted] 1/4/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/15/2011.

Period Start: 12/2/2010 **Period End:** 5/15/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. John get a great job at sector 68 with weather in the sector. He did a professional job of holding aircraft as airports were below minimums.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5-15-2011
Supervisor Signature Date

[redacted] 5-15-11
Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 5/6/2011.

Period Start: 11/9/2010 **Period End:** 5/6/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. *Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete.* Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5-6-11

Supervisor Signature Date

[redacted] 5/6/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/21/2011.

Period Start: 11/1/2010 **Period End:** 5/21/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5-21-11

Supervisor Signature Date

[redacted] 5-21-11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 10/31/2010.

Period Start: 4/15/2010 **Period End:** 10/31/2010

[redacted]

Facility Technical Training Objectives for CY2010

1. Readback/Hearback: RB/HB errors continue to be a leading cause of operational errors. It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued. Force yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

2. Weather Advisories: Issuing weather, and issuing it correctly, continues to be a major safety concern. Issue pertinent information on observed/reported weather areas. Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

3. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

4. Visual Separation: When applying visual separation make sure you apply the rules correctly. The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

5. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

6 Ocean21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified

[redacted] 10/31

Supervisor Signature Date

[redacted] 10-31-10

Employee Signature Date

When finished, sign and give copy to employee Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 6/10/2011.

Period Start: 1/1/2011 **Period End:** 6/10/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Supervisory Identified Issues (from current period).
No technical training issues identified.

[redacted] 6/10/2011
Supervisor Signature Date

[redacted] 6-10-11
Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/30/2011.

Period Start: 4/17/2009 **Period End:** 3/30/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified

[redacted] 3-30-11

Supervisor Signature Date

[redacted] 3/30/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/9/2011.

Period Start: 9/10/2010 **Period End:** 3/9/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3-10-11

Supervisor Signature Date

[redacted] 3/10/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/21/2011.

Period Start: 5/6/2011 **Period End:** 5/21/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Joe volunteered for John Ries' training team and has helped him be successful at his first two RA's. Joe is a leader both in the area and within the BU. No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

Supervisor Signature	Date	Employee Signature	Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/21/2011.

Period Start: 4/8/2011 **Period End:** 5/21/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Chris was observed working R55. Good job, no problems noted. Chris is on John Ries training team and has done an outstanding job instructing John.at two RA positions. He is an asset to the area.

Supervisory Identified Issues (from current period):
No technical training issues identified

[redacted] 5-21-11

Supervisor Signature Date

[redacted] 5-21-11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/5/2011.

Period Start: 10/12/2010 **Period End:** 4/5/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/5/2011
Supervisor Signature Date

[redacted] 4/5/11
Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 3/13/2011.

Period Start: 9/14/2010 **Period End:** 3/13/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to domestic airspace. No technical training issues were identified for this period.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/13/11

Supervisor Signature Date

[redacted] 3/13/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

C

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 3/8/2011.

Period Start: 9/9/2010 **Period End:** 3/8/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to Domestic Airspace. No technical training issues were identified for this period.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/8/11 [redacted] 3-8-11

Supervisor Signature Date E[redacted] Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 4/11/2011.

Period Start: 9/9/2010 **Period End:** 4/11/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. *Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete.* Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to domestic airspace. No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/11/11 [redacted] 4/6/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/4/2011

Period Start: 8/19/2010 **Period End:** 2/4/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 (ocean21) does not apply to dostic airspace. No technical training issues identified during this time period

Supervisory Identified Issues (from current period):
Item number 7 (Ocean 21) does not apply to domestic airspace. No technical training issues identified during this time period.

[redacted] 2/4/11

Supervisor Signature Date

[redacted] 2/4/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/6/2011.

Period Start: 8/19/2010 **Period End:** 2/6/2011

[redacted]

Facility Technical Training Objectives for CY2011

1 Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2 Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6 Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Item number six (Ocean 21) does not apply to domestic airspace.

Supervisory Identified Issues (from current period):
No technical training issues identified. Item number seven (Ocean 21) does not apply to domestic airspace.

[redacted] 2/6/11

Supervisor Signature Date

[redacted] 2/6/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/19/2011.

Period Start: 8/4/2010 **Period End:** 4/19/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/19/11

Supervisor Signature Date

[redacted] 4/19/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 1/17/2011.

Period Start: 8/5/2010 **Period End:** 1/17/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):

Item number 7 refers to oceanic airspace, and does not apply domestically. No technical training issues were identified for this period.

[redacted] 1/17/11

Supervisor Signature Date

[redacted] 1/17/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/23/2011.

Period Start: 10/28/2010 **Period End:** 5/23/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to domestic airspace. No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5/23/11

Supervisor Signature Date

[redacted] 5/23/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 3/15/2011

Period Start: 10/2/2010 **Period End:** 3/15/2011

Facility Technical Training Objectives for CY2011

1 Traffic Advisories When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate Remember, you must suggest headings when vectoring VFR aircraft

2 Readback Errors Train yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

3 Weather Advisories Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

4 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

5 Visual Separation The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses

6 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

7 Ocean 21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors

Previously identified issues (from previous period)

Item number 7 does not apply to domestic airspace No technical training issues identified for this period

Supervisory Identified Issues (from current period)
No technical training issues identified

[redacted] 3/15/11
Supervisor Signature Date

[redacted] 3/15/11
Employee Signature Date

When finished sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/9/2011.

Period Start: 9/9/2010 **Period End:** 3/9/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

   Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/14/11

Supervisor Signature Date

[redacted] 3/14/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 6/1/2011.

Period Start: 10/2/2010 **Period End:** 6/1/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Items observed (from current period):

Date	Type	Description
11/2/2010	Perf. Record of Conf.	[redacted] after a reviewing your session on Oct26,2010 Area D R74. It was not up to the level of consistency you have shown over the past few months. The expectation is that care be taken entering and exiting Holding Pattern Airspace. Separation must be ensured through altitude segregation until N90 in-trail requested spacing can be achieved.John Plank(PL) reviewed the operation in question via Satori and I have reviewed the op on Falcon it is our conclusion that this experience has served as a teaching point and will result in better performance. Should you have any questions beyond what we have already discussed please do not hesitate to bring them to my attention.

[redacted]
ZNY-540D/4
631-468-1403

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/6/2011.

Period Start: 9/23/2010 **Period End:** 3/6/2011

[redacted]

acility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". *Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.*

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 03/06/11
Supervisor Signature Date

[redacted] 3/6/11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/3/2011

Period Start: 9/3/2010 **Period End:** 3/3/2011

[redacted]

Facility Technical Training Objectives for CY2011

1 Traffic Advisories When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate Remember, you must suggest headings when vectoring VFR aircraft

2 Readback Errors Train yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

3 Weather Advisories Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

4 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

5 Visual Separation The most common errors have been failure to clear an aircraft to maintain visual separation failure to issue wake turbulence advisories when a heavy or B757 is involved failure to issue traffic when aircraft are on converging courses

6 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

7 Ocean 21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors

Previously identified issues (from previous period)

No technical training issues identified

Supervisory Identified Issues (from current period)
No technical training issues identified

[redacted] 3/3/11

Supervisor Signature Date

[redacted] 3/3/11

Employee Signature Date

When finished sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/9/2011.

Period Start: 8/25/2010 **Period End:** 3/9/2011

[redacted]

acility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

   Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Outstanding job with severe weather avoidance reroutes, and soliciting pireps. Exercises excellent dedication/judgement while training and is a valuable team member.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/11/11

Supervisor Signature Date

[redacted] 3-11-11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on .

Period Start: 9/10/2010 **Period End:** 3/4/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. *Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft.* The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/8/11
Supervisor Signature Date

[redacted] 3-8-11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/18/2011.

Period Start: 10/20/2010 **Period End:** 2/17/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

   Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Traffic Advisories.

On October 2, 2010 Keith was involved in an incident involving PDT4635 and VFR traffic while working sector 91. PDT4635 was a UNV departure on climb out while converging with VFR traffic. CPC Feeley was also conducting a position relief briefing while the convergence was happening. Keith and I reviewed the SATORI and discussed the importance of traffic advisories. We also discussed sector awareness and reviewed the 7110.65 for clarification.

Supervisory Identified Issues (from current period):
On February 10, 2011, Keith was involved in an event at R73. AWE1223 was landing DCA at F180 and UCA8692 was departing MDT for CLE climbing to 170. Keith dropped the datablock on AWE1223 and subsequently climbed UCA8629 through the AWE.

Keith and I have reviewed the SATORI and discussed the importantance of retaining full datablocks while in your airspace. We also reviewed 7110.65 ch. 5-3-8 regarding Target Markers.

[redacted] 02/18/11

Supervisor Signature Date

[redacted] 18 Feb 11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/25/2011.

Period Start: 8/28/2010 **Period End:** 2/25/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 2/25/11
Supervisor Signature Date

[redacted] 2/25/11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] 3/15/2011.

Period Start: 9/11/2010 **Period End:** 3/15/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/16/11

Supervisor Signature Date

[redacted] 3/16/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/28/2011.

Period Start: 8/11/2010 **Period End:** 2/28/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 2/28/11

Supervisor Signature Date

[redacted] 2/28/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/26/2011.

Period Start: 10/30/2010 **Period End:** 4/26/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/28/11 [redacted] 4-28-11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/11/2011.

Period Start: 11/17/2010 **Period End:** 5/11/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5/11/11

Supervisor Signature Date

[redacted] 5/11/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

C

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] 1/13/2011

Period Start: 7/7/2010 **Period End:** 1/13/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Supervisory Identified Issues (from current period):
Mr. Barrett is currently a limited CPC on 4 full positions within Area C. Date from is the first full day of of working sectors since becoming a limited CPC. Under observation, no technical training issues were identified.
Item number 7 refers to oceanic airspace, and does not apply domestically.

[redacted] 1/13/11
Supervisor Signature Date

[redacted] 1/13/11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/22/2011.

Period Start: 7/19/2010 **Period End:** 2/22/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories. When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period)
No technical training issues identified.

[redacted] 2/22/11

Supervisor Signature Date

[redacted] 2/22/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/2/2011.

Period Start: 10/23/2010 **Period End:** 5/2/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Re-emphasis on previously identified discussion items to maintain vigilence while on any operational position. Pay special attention to hearback and readback process, especially when you are performing a numerous amount of clearances or coordinations in succession.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5/2/11

Supervisor Signature Date

[redacted] 5/2/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 4/11/2011.

Period Start: 9/15/2010 **Period End:** 4/11/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Item number 6 does not apply to domestic airspace.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/11/11

Supervisor Signature Date

[redacted] 4/11/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 4/11/2011.

Period Start: 9/29/2010 **Period End:** 4/11/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Item number 6 does not apply to domestic airspace.

Supervisory Identified Issues (from current period):
No technical training issues identified

[redacted] 4/11/11

Supervisor Signature Date

[redacted] 4/11/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training

C

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] 5/21/2011.

Period Start: 11/11/2010 **Period End:** 5/21/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to domestic airspace. No technical training issues were identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5/21/11

Supervisor Signature Date

[redacted] 5/21/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 1/10/2011.

Period Start: 1/23/2010 **Period End:** 7/19/2010

[redacted]

Facility Technical Training Objectives for CY2010

1. Readback/Hearback: RB/HB errors continue to be a leading cause of operational errors. It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued. Force yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

2. Weather Advisories: Issuing weather, and issuing it correctly, continues to be a major safety concern. Issue pertinent information on observed/reported weather areas. Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

3. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

4. Visual Separation: When applying visual separation make sure you apply the rules correctly. The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

5. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

6. Ocean21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 1/10/11

Supervisor Signature Date

[redacted] 1/10/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 1/10/2011.

Period Start: 1/23/2010 **Period End:** 7/19/2010

[redacted]

Facility Technical Training Objectives for CY2010

1. Readback/Hearback: RB/HB errors continue to be a leading cause of operational errors. It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued. Force yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

2. Weather Advisories: Issuing weather, and issuing it correctly, continues to be a major safety concern. Issue pertinent information on observed/reported weather areas. Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

3. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

4. Visual Separation: When applying visual separation make sure you apply the rules correctly. The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

5. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

6. Ocean21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 1/10/11
Supervisor Signature Date

[redacted] 1/10/11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/26/2011.

Period Start: 11/13/2010 **Period End:** 5/26/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (*from current period*):
No technical training issues identified.

[redacted] 5/26/11
Supervisor Signature Date

[redacted] 05/26/11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 2/17/2010.

Period Start: 8/12/2009 **Period End:** 2/17/2010

Facility Technical Training Objectives for CY2010

1. Readback/Hearback: RB/HB errors continue to be a leading cause of operational errors. It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued. Force yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

2. Weather Advisories: Issuing weather, and issuing it correctly, continues to be a major safety concern. Issue pertinent information on observed/reported weather areas. Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

3. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

4. Visual Separation: When applying visual separation make sure you apply the rules correctly. The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

5. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

6. Ocean21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes.

Previously identified issues (from previous period):

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 2/17/10

Supervisor Signature Date

[redacted] 2/17/10

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/12/2011.

Period Start: 10/6/2010 **Period End:** 4/7/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

In an effort to reduce operational errors/deviations the following areas have been identified:
1) Eliminate distractions in the area which may detract from the controller's focus on position.
2) Increased supervisory oversight/monitoring of operational positions, with emphasis on those positions being worked by recently certified individuals as well as where training is taking place.
3) Ensure a thorough recorded position relief briefing takes place with the required overlap.

Supervisory Identified Issues (from current period):
Discussed the National/Local Training Order-3120.4, and its implementation. Discussed the differences between Satisfactory, Needs Improvement and Unsatisfactory on FAA Form 3120 25 during a skill check.

[redacted] 4/12/11

Supervisor Signature Date

[redacted] 4/12/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/26/2011.

Period Start: 12/8/2010 **Period End:** 5/26/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified

Supervisory Identified Issues (from current period):
No technical training issues identified.

Supervisor Signature	Date	Employee Signature	Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/8/2010.

Period Start: 2/4/2009 **Period End:** 2/8/2010

Facility Technical Training Objectives for CY2010

1. Readback/Hearback: RB/HB errors continue to be a leading cause of operational errors. It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued. Force yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

2. Weather Advisories: Issuing weather, and issuing it correctly, continues to be a major safety concern. Issue pertinent information on observed/reported weather areas. Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

3. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

4. Visual Separation: When applying visual separation make sure you apply the rules correctly. The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

5. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

6. Ocean21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes.

Previously identified issues (from previous period):

Items observed (from current period):

Date	Type	Description
11/19/2009	Perf. Record of Conf.	This is a test This is a test

Supervisory Identified Issues (from current period):
Ocean 21 coordination issues as defined in refresher training.

Supervisor Signature	Date	Employee Signature	Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/6/2011.

Period Start: 8/1/2010 **Period End:** 4/6/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Excellent job minimizing distractions, keeping employees focused. Also good management of resources. You are continually thorough with follow up on CBIs, MBIs, and other required training on the slower weekday shifts. This is a benefit to the area as a whole. Excellent knowledge of operational issues. Thank you for your hard work.

Supervisory Identified Issues (from current period):
Ensure ART is updated and 5 minute overlaps are accomplished. Monitor sector load and request restrictions when necessary. Effective resource utilization this period. Increase awareness during OJT to monitor the training situations to prevent distractions and assumptions by the OJTI.

[redacted] sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 8/10/2010.

Period Start: 1/28/2010 **Period End:** 8/10/2010

Facility Technical Training Objectives for CY2010

1. Readback/Hearback: RB/HB errors continue to be a leading cause of operational errors. It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued. Force yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

2. Weather Advisories: Issuing weather, and issuing it correctly, continues to be a major safety concern. Issue pertinent information on observed/reported weather areas. Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

3. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

4. Visual Separation: When applying visual separation make sure you apply the rules correctly. The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

5. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

6. Ocean21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes.

Previously identified issues (from previous period):

No technical training issues identified. Good job managing resources and keeping and eye on your currency items. Effective communication with STMC handling flows and routing issues.

Supervisory Identified Issues (from current period):
No technical training issues identified. Great job handling the equipment trouble at sector 56. Good leadership in suggesting and implementing a solution. Good interface with the workforce in utilizing resources and making changes. Continue to manage distractions and keep sidebar conversations down in the area. Good job overall. Thank you for your efforts.

[redacted] 8/11/10 [redacted] 9/15/10

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/13/2011.

Period Start: 8/26/2010 **Period End:** 4/13/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Good job managing resources and communicating with CPCs. With extra CPCs on the shift, you effectively assigned MBIs, and other agency training to accomplish the shift goals. Good job monitoring the overlap briefings and making on the spot corrections. Excellent use of planning tools and equipment for shift and traffic load awareness. Thank you for your efforts.

Supervisory Identified Issues (from current period):

Manager resources in accordance with our error prevention goals. ensure 5 minutes overlap. Monitor sectors and make on the spot corrections with emphasis on correct phraseology and communication and eliminate data blocks dropped too early. Evaluate needs and communicate with TMU concerning route availability. Update ART constantly.

[redacted] 4/13/11 [redacted] 4/13/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/24/2011.

Period Start: 7/21/2010 **Period End:** 2/24/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified. Continue to update ART. Good job working with adjacent areas/facilities during swap events. Continue to be proactive in coordinating routes/path finders. Good job balancing resources and monitoring holding situations with training in progress. Also great position relief briefings. Thank you for your efforts.

Supervisory Identified Issues (from current period):
technical training issues identified are - ensure overlap briefing, eliminate distractions in the operational area, keep employees focused on their sector operations, eliminate sidebar conversations. Good resource utilization. Increase your presence in the area monitor the sectors and maintain awareness of performance issues that need correction.

[redacted] 2/24/11

Supervisor Signature Date

[redacted] 2/27/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 2/24/2011.

Period Start: 8/20/2010 **Period End:** 2/24/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.Good resource utilization. Good job communicating with employees. Continue to minimize distractions and ensure overlap briefings. Excellent job handling and coordinating minimum fuel issue. I appreciate your skills and knowledge. Thank you for a job well done.

Supervisory Identified Issues (from current period):
No technical training issues identified. Good resource utilization. Ensure overlap briefings are accomplished. Continue eto maintain awareness of area operation to minimize distractions and keep employees focused on their sector operations.

[redacted] 2/24/2011

~~Supervisor~~ Signature Date

Employee

[redacted] 2/24/11

~~Employee~~ Signature Date

Supervisor

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/28/2011.

Period Start: 11/18/2009 **Period End:** 3/28/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified. Ensure 5 minute overlap. Work on resource utilization. Consider the abilities of newer controllers and developmentals as situations develop - like no notice holds, SWAP, significant traffic loads. Monitor sector operation whenever possible. Continue to ask questions to learn airspace and operational needs.

[redacted] 3/28/11 [redacted] 3/28/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/21/2011.

Period Start: 11/19/2010 **Period End:** 5/21/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

N/A

7. ~~Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.~~

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):

No technical training issues identified.

[redacted] 5/21/2011 [redacted] 5/21/2011

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

C

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 5/24/2011

Period Start: 11/30/2010 **Period End:** 5/24/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to domestic airspace. No technical training issues identified for this period.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5/24/11 [redacted] 5/24/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/15/2011.

Period Start: 11/25/2010 **Period End:** 5/15/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3 Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
Discussed paying closer attention to your operation. Talk about not paying attention to, or being a distraction, in the control room Bill is a good controller, and with a closer attention to detail, even better.

[redacted] 5-15-11

Supervisor Signature Date

[redacted] 5-15-11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 3/23/2011.

Period Start: 2/17/2011 **Period End:** 3/23/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7 Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No Technical Training issues identified.

Supervisory Identified Issues (from current period):

[redacted] and I [redacted]) reviewed Sector 42 (Feb 26, 2011)and Sector 55 (March 18, 2011) satories. We determined that both the associated difficulties were attributable to a breakdown in scanning technique. We discussed ways to avoid "Tunnel Vision" and the importance of continuous scanning/review to pick up on potential errors. An increase in sector complexity due to training on RA55 was noted as a causal factor, (RV620 for JH8 traffic)
Janet was very cooperative and forthcoming during our review and will focus her attention toward improving her technique.

[redacted] 3/24/11

Supervisor Signature Date

[redacted] 3/31/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 10/26/2010

Period Start: 12/1/2009 **Period End:** 10/26/2010

[redacted]

Facility Technical Training Objectives for CY2010

1 Readback/Hearback RB/HB errors continue to be a leading cause of operational errors It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued Force yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

2 Weather Advisories Issuing weather, and issuing it correctly, continues to be a major safety concern Issue pertinent information on observed/reported weather areas Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

3 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

4 Visual Separation When applying visual separation make sure you apply the rules correctly The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved failure to issue traffic when aircraft are on converging courses

5 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

6 Ocean21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes

Previously identified issues (from previous period)

No technical training issues identified

Supervisory Identified Issues (from current period)
Employee disseminates weather in a timely fasion Emphasized importance of obtaining a readback on all transmissions No technical training issues identified

[redacted] 10/26/2010

Supervisor Signature Date

[redacted] 10/26/10

Employee Signature Date

When finished sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/24/2011

Period Start: 4/~~24/2011~~ 09/2009 **Period End:** 4/24/2011

[redacted]

Facility Technical Training Objectives for CY2011

1 Traffic Advisories When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate Remember, you must suggest headings when vectoring VFR aircraft

2 Readback Errors Train yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

3 Weather Advisories Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

4 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

5 Visual Separation The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses

6 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

7 Ocean 21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors

---

Previously identified issues (from previous period)

[redacted] will be attending the OJTI course this coming month, be careful when providing OJT, do not allow trainee compromise the integrity of the sector or sectors around them New OJTIS have a tendency to allow trainees to go to far and at times have been to slow to take over You are motivivated and conscience keep up the good work I will also be looking into courses (classroom & eLMS)as you have expressed a desire to become more knowledgable in the systems thinking areana

---

Supervisory Identified Issues (from current period)

[redacted] will be attending the OJTI course this coming month, be careful when providing OJT, do not allow trainee compromise the integrity of the sector or sectors around them New OJTIS have a tendency to allow trainees to go to far and at times have been to slow to take over You are motivated and conscientious keep up the good work I will also be looking into courses (classroom & eLMS)as you have expressed a desire to become more knowledgeable in the systems thinking arena

---

[redacted] 4/24/11

Supervisor Signature Date

[redacted] 4/24/11

Employee Signature Date

When finished, sign and give copy to employee Forward original to training

B

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 11/22/2010

Period Start: 9/7/2009 **Period End:** 11/22/2010

[redacted]

Facility Technical Training Objectives for CY2010

1 Readback/Hearback RB/HB errors continue to be a leading cause of operational errors It is very easy to move on to formulating your next clearance or action and not listen to the pilot's readback of the clearance you just issued Force yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

2 Weather Advisories Issuing weather, and issuing it correctly, continues to be a major safety concern Issue pertinent information on observed/reported weather areas Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

3 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet or visibility is forecasted at or below 5 nm These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

4 Visual Separation When applying visual separation make sure you apply the rules correctly The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses

5 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

6 Ocean21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes

Previously identified issues (from previous period)

No technical training issues identified

Supervisory Identified Issues (from current period)

Always listen to aircraft readbacks to make sure 1) aircraft readbacks correct control instruction or 2) aircraft reads anything back at all If you have a situation where an aircraft is outside of your frequency coverage be aware you can always ask another aircraft to try to relay a message

[redacted] 11/22/10

Supervisor Signature Date

[redacted] 11/22/10

Employee Signature Date

When finished sign and give copy to employee Forward original to training

C

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/24/2011

Period Start: 10/26/2010 **Period End:** 4/24/2011

[redacted]

Facility Technical Training Objectives for CY2011

1 Traffic Advisories. When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate Remember, you must suggest headings when vectoring VFR aircraft

2 Readback Errors Train yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

3 Weather Advisories Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

4 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

5 Visual Separation· The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses

6 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

7 Ocean 21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors

---

Previously identified issues (from previous period)

Item number 6 does not apply to domestic airspace No technical training issues were identified during this period

---

Supervisory Identified Issues (from current period):
No technical training issues identified

[redacted] 4/24/11 [redacted]

Supervisor Signature Date Date

When finished, sign and give copy to employee Forward original to training

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 5/19/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 5/19/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 00 41
Supervisor During Incident: [redacted]	**Sector/Position:** R50
Operations Manager: [redacted]	**Reason for QAR:** Investigation of AT Services

Notifications

☐ Separation Lost

☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☒ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
MES4709, AWI3709

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Sector 50 is working a AWI3709 - landing PHL and a MES4709 - landing SYR R50 gives AWI3709 freq change to 124 62 (ZNY92) MES4709 takes freq change Controller misses the correct readback AWI3709 says nothing

MES4709 checks on 124 62 Controller acknowledges AWI3709 Position Relief Briefing at sector 91 (92 at 91) Next 91 controller clears AWI3709 to 100 MES4709 reads back Controller misses the correct readback

MES4709 now in ZBW airspace (HNK sector) and descends to 100

The 91 controller clears AWI3709 to 100 (again) and 250K The controller realizes AWI3709 is not there and calls back to 50 to try the aircraft again The 91 controller now is talking to AWI3709 and the flight is handled normally

MES4709 meanwhile is NORDO in ZBW airspace at 100

Controller performance issues identified:

Failure to hearback correct aircraft callsign
No precipitation advisories
No call sign AWI4044

Corrective training planned or implemented:

QA Review (If any):

R50 did not catch the incorrect readback by MES4709 when transferring the communications of AWI3709

0045 30 Clears AWI4044 direct CHEMU without using callsign

No precipitation advisories given to aircraft for moderate to heavy precipitation

OM and FLM advised
Reviewed by SW on 5/20/2011 @ 16 18 UTC

New York ARTCC Technical Training

[redacted]

A Technical Training Discussion was conducted with [redacted] on 4/11/2011.

Period Start: 9/16/2010 **Period End:** 4/11/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Item number 6 does not apply to domestic airspace. No technical training issues identified for this period.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 11 APRIL 2011 [redacted] 4/11/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 3/2/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 3/2/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 23:28
Supervisor During Incident: [redacted]	**Sector/Position:** R35
Operations Manager: [redacted]	**Reason for QAR:** TCAS RA

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☒ Statements	☐ Voice Recording

Call Sign(s)
NKS922, N55NY

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller at Sector 35 climbed NKS922 to FL180 westbound on J95. At the time, she had N55NY a JFK arrival via the IGN8 arrival at FL190. NKS922 pilot said he was responding to a TCAS alert howoever stopped at FL180. Separation was not lost.

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

N55NY rate of descent from FL200 to FL190 caused NKS922 a TCAS RA.
Reviewed by NL on 3/7/2011 @ 20:40 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/21/2011.

Period Start: 11/1/2010 **Period End:** 5/21/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):

No technical training issues identified.

[redacted] _____ [redacted] _____

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 2/20/2011

Controller: [redacted]	**UTC Date of Incident:** 2/20/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 16:52
Supervisor During Incident: [redacted]	**Sector/Position:** R55
Operations Manager: [redacted]	**Reason for QAR:** Medical Emergency

Notifications

☐ Separation Lost

☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☒ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
SWA1245

Flight plan(s) at time of QAR:

Summary of event with conclusions:
SWA1245 DECLARED A MEDICAL EMERGENCY FEMALE PASSENGER LIGHT HEADED AND HEART PALPITATIONS. PILOT WILL GO THRU COMPANY FOR MEDICAL PERSONNEL TO STANDBY.

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):
Falcon w/voice forwarded to [redacted]
Reviewed by [redacted] on 2/22/2011 @ 14:49 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/21/2011.

Period Start: 5/6/2011 **Period End:** 5/21/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

Ryan has demonstrated active listening and good phraseology over the past few months. No other issues. He is cooperative and helpful.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 5-21-11

Supervisor Signature Date

[redacted] 5/21/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** N/A

Date QAR Completed: 5/15/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 5/15/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 00:00
Supervisor During Incident:	**Sector/Position:** R68
Operations Manager: [redacted]	**Reason for QAR:** Other

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☐ Falcon
☐ FP Readout	☒ Interviews
☐ NTAP	☐ SATORI
☒ Statements	☐ Voice Recording

Call Sign(s)

ALL

Flight plan(s) at time of QAR:

Summary of event with conclusions:

RA side VSCS screen not usable when URET screen is in functional operational position. The problem is at 3 potions in Area B RA68 (432), RA55 (437), RA39 (438). Moving the display to the right spot corrects the problem.

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Forwarded to ZNY-510 and ZNY-540B for review.
Reviewed by [redacted] on 5/18/2011 @ 13:04 UTC.

QAR Worksheet

QAR #: **OEDP #:** 12

Date QAR Completed: 9/13/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 9/13/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 21:24
Supervisor During Incident: [redacted]	**Sector/Position:** R91
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☒ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

EGF4087, PDT4405

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 9/14/2010 @ 15:11 UTC.

QAR Worksheet

QAR #: **OEDP #:** 8
Date QAR Completed: 10/27/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 10/27/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 14:26
Supervisor During Incident: [redacted]	**Sector/Position:** R92
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
LOF8047, ACA343

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):
Visual separation correctly applied.
Reviewed by [redacted] on 10/29/2010 @ 11:01 UTC.

QAR Worksheet

QAR #: **OEDP #:** 4

Date QAR Completed: 11/10/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 11/10/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 15:45
Supervisor During Incident: [redacted]	**Sector/Position:** R92
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☒ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

AWI4019, CJC7816

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 11/12/2010 @ 17:23 UTC.

QAR Worksheet

QAR #: **OEDP #:** 9

Date QAR Completed: 2/21/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 2/20/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 23:17
Supervisor During Incident: [redacted]	**Sector/Position:** R92
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

TRS1050, PDT4522

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 2/22/2011 @ 14:46 UTC.

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 2/25/2011

Controller: [redacted]	**UTC Date of Incident:** 2/25/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 05 02
Supervisor During Incident: [redacted]	**Sector/Position:** R91
Operations Manager: [redacted]	**Reason for QAR:** Medical Emergency

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

- ☒ Called Area
- ☐ ESAT
- ☒ FP Readout
- ☐ NTAP
- ☐ Statements
- ☐ DART
- ☒ Falcon
- ☐ Interviews
- ☐ SATORI
- ☒ Voice Recording

Call Sign(s)
COA1469

Flight plan(s) at time of QAR:

Summary of event with conclusions:

COA1469 landing EWR declared Medical Emergency 66 yr old male Diabetic possible Hypoglycemic REQ EMS meet A/C at gate Priority Handling FWD info to N90 OMIC, DEN & Continental Dispatch

COA1469 Landed at 0526Z

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Falcon w/voice forwarded to JD
Reviewed by [redacted] on 2/25/2011 @ 16 16 UTC

QAR Worksheet

QAR #: **OEDP #:** 14

Date QAR Completed: 3/1/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 3/1/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 00:41
Supervisor During Incident: [redacted]	**Sector/Position:** R92
Operations Manager: [redacted]	**Reason for QAR:** Proximity Event

Notifications

☐ Separation Lost

☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☒ ESAT	☒ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

CJC7798, PDT4405

Flight plan(s) at time of QAR:

Summary of event with conclusions:

TRAINING AT R92 WITH R74 COMBINED AND TRAINING AT RA92 WITH RA74 COMBINED. AT 0032:30Z PDT4405 CHECKS ON FREQ 9.7 FOR 120 HEADING NORTWEST BOUND, AND IS ISSUED ABE ALTIMETER 29.74. AT 0035:07Z CJC7798 CHECKS ON FREQ AT 150 DIRECT ETX (NORTHEASTERLY HEADING) AND ISSUED ABE ALTIMETER, 29.74. AT 0038:10Z CJC7798 IS DESCENDED TO 090 (APPROX 27NM W/SW OF ETX VOR). AT THIS TIME PDT4405 IS APPROX 11 S/SW OF ETX VOR AT 120 HEADING NORTHWEST BOUND. AT 0040:46Z PDT4405 IS TOLD TURN 20 DEGS LEFT FOR TRAFFIC. AT 0040:51Z CJC7798 IS TOLD TURN 20 DEGS LEFT FOR TRAFFIC. AT 0041:23Z SEPARATION BETWEEN THESE AIRCRAFT IS LOST- 0 VERTICAL/ 4.94NM-LATERAL.

R92/74-TOP 40 MINS.

Controller performance issues identified:

Awareness. Insufficient vectors. Passing weather information.

Corrective training planned or implemented:

QA Review (If any):

R92T did not identify the traffic situation until the conflict alert activated. Use larger turns when you have slow aircraft in close proximity. Also there were several reports of turbulence that were not relayed to other aircraft. Make sure you solicit and disseminate PIREPS. OM and FLM advised.
Reviewed by [redacted] on 3/9/2011 @ 15:55 UTC.

QAR Worksheet

QAR #: **OEDP #:** 7
Date QAR Completed: 3/9/2011

Controller: [redacted]	**UTC Date of Incident:** 3/9/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 16:43
Supervisor During Incident: [redacted]	**Sector/Position:** R91
Operations Manager: [redacted]	**Reason for QAR:** Pilot Report / Mode-C

Notifications

- ☒ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☒ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
N236CP, PDT4118

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):
Observed leaving applied correctly.
Reviewed by [redacted] on 3/10/2011 @ 16:46 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/8/2011.

Period Start: 10/2/2010 **Period End:** 4/8/2011

[redacted] 4/11/11

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/8/11

Supervisor Signature Date

[redacted] 4/8/11

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** N/A

Date QAR Completed: 4/30/2011

Controller: [redacted]	**UTC Date of Incident:** 4/29/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 01:35
Supervisor During Incident: [redacted]	**Sector/Position:** R10
Operations Manager: [redacted]	**Reason for QAR:** Emergency

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☒ Falcon
☒ FP Readout	☒ Interviews
☐ NTAP	☐ SATORI
☒ Statements	☒ Voice Recording

Call Sign(s)

CHQ3019

Flight plan(s) at time of QAR:

Summary of event with conclusions:

CHQ3019, LGA-CMH @ FL320 declared an emergency, pilot stated that he lost his left engine, pilot asked for diversion to nearest airport. CPC told the pilot that MDT was the nearest airport, pilot concurred and the flight was cleared to MDT via direct. Sector 10 flashed aircraft to Sector 27 which in turn flashed and made all necessary coordination with HAR Approach. Pilot advised that he would have to make wide turn due to the engine outage. CHQ3019 landed without incident at 0144Z.

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Falcon w/voice forwarded to TO.
Reviewed by [redacted] on 5/4/2011 @ 14:28 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 5/7/2011.

Period Start: 10/21/2010 **Period End:** 5/7/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

It is good practice to use "memory joggers", such as a highlighted data block or leader postition on Data Blocks when working unsual flights or flights which may require special attention.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] Supervisor Signature — 5/8/11 Date

[redacted] Employee Signature — 5/8/11 Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** N/A

Date QAR Completed: 10/25/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 10/22/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 13 07
Supervisor During Incident: [redacted]	**Sector/Position:** R9
Operations Manager: [redacted]	**Reason for QAR:** Investigation of AT Services

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☒ Falcon
☐ FP Readout	☒ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

JBU181

Flight plan(s) at time of QAR:

Summary of event with conclusions:

JBU181 JFK SAN SECTOR 9 RECEIVED AIRCRAFT FROM SECTOR 55 CLIMBING TO FL300 - FLIGHT REQUESTING FL340 AT 1307, SECTOR 9 CONTROLLER SWITCHES JBU181 TO WASHINGTON CENTER FREQ 133 97 THE CORRECT FREQ WAS NY CENTER 133 47 (SECTOR 10)

THE AIRCRAFT WAS NORDO THROUGH SECTOR 10 SECTOR 9 CONTROLLER REPEATEDLY CALLED JBU181 ON FREQ BUT TO NO AVAIL

THE DEN BECAME INVOLVED AND NOTIFIED US THAT THE AIRCRAFT FINALLY RE ESTABLISHED COMM IN ZID

Controller performance issues identified:

Hearback / Readback, failure to give proper frequency on comm transfer

Corrective training planned or implemented:

QA Review (If any):

R9 issued the wrong frequency to JBU181 He was unable to reestablish communications after identifying his error OM and FLM advised

Reviewed by [redacted] on 10/25/2010 @ 16 33 UTC

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 11/16/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 11/12/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 12 25
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Misc Investigation

Notifications

☐ Separation Lost

☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☐ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☒ Statements	☐ Voice Recording

Call Sign(s)
TRS411

Flight plan(s) at time of QAR:

Summary of event with conclusions:

TRS411 was given a clearance to cross TYOYZ at 120 and 250 kts The flight read back 120 R25 caught and corrected the incorrect readback Traffic at 110

The Hearback program ended September 30, 2010 It will resume January 1, 2011 after mondifications

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Good Job
Reviewed by [redacted] on 11/16/2010 @ 12 45 UTC

QAR Worksheet

QAR #: **OEDP #:** N/A

Date QAR Completed: 11/25/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 11/25/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 02 45
Supervisor During Incident: [redacted]	**Sector/Position:** R27
Operations Manager: [redacted]	**Reason for QAR:** TCAS RA

Notifications

☐ Separation Lost

☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☒ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

UAL225, AWE55

Flight plan(s) at time of QAR:

Summary of event with conclusions:

AWE55 DEPARTED PHL FLY320 PTW320 TO J64 CLIMBING TO FL190
UAL225 J6 TO IAD CROSSING HOUTN AT FL200 RECEIVED AN RA AND CLIMBED OUT OF FL205 WHEN ORIGINALLY IN THE DESCENT NO RA FOR AWE55 NO LOSS OF SEPARATION

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Area A combined at sector 27 at this time, Falcon with voice produced UAL225 got the TCAS RA due to rate of climb by AWE55 UAL225 was at FL209 when passed over top of AWE55 level at FL190
Reviewed by [redacted] on 11/26/2010 @ 19 25 UTC

QAR Worksheet

QAR #: **OEDP #:** N/A

Date QAR Completed: 2/8/2011

Controller: [redacted]	**UTC Date of Incident:** 2/8/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 18:30
Supervisor During Incident: [redacted]	**Sector/Position:** R10
Operations Manager: [redacted]	**Reason for QAR:** Emergency

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

- ☐ Called Area
- ☐ DART
- ☐ ESAT
- ☒ Falcon
- ☐ FP Readout
- ☐ Interviews
- ☐ NTAP
- ☐ SATORI
- ☐ Statements
- ☒ Voice Recording

Call Sign(s)

AAL743

Flight plan(s) at time of QAR:

Summary of event with conclusions:

AAL743 DECLARED AN EMERGENCY, ELECTRICAL FAILURE, 4 HOURS FUEL ON BOARD, 46 SOB, ORIGINAL ROUTE LGA TO DFW, DIVERTED TO IAD, REQUESTED EMERGENCY EQUIPMENT, ALL INFORMATION COORDINATED WITH PCT AND DEN. AAL743 DOWN TIME AT IAD WAS 1848Z.

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Falcon w/voice forwarded to TO.
Reviewed by [redacted] on 2/10/2011 @ 15:27 UTC.

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 3/27/2011

Controller: [redacted]	**UTC Date of Incident:** 3/27/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 19 15
Supervisor During Incident: [redacted]	**Sector/Position:** R27
Operations Manager: [redacted]	**Reason for QAR:** NORDO

Notifications

☐ Separation Lost

☒ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☐ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
LOF7750

Flight plan(s) at time of QAR:

Summary of event with conclusions:

LOF7750 DID NOT COME UP ON SECTOR 27 FROM SECTOR 73 CONTROLLER ADVISED SUPERVISOR OF NORDO AIRCRAFT FLM ADVISED OMIC AND THEN CALLED COMPANY TO CONTACT AIRCRAFT CONTROLLER ATTEMPTED TO CONTACT AIRCRAFT SEVERAL TIMES IN ADDITION CONTROLLER CALLED SECTOR 73 TO SEE IF AIRCRAFT WAS STILL THERE AND ALSO CALLED HAR APPROACH TO BROADCAST OVER GUARD FREQUENCY OMIC ADVISED THAT FIGHTERS WERE BEING SCRAMBLED OUT OF ANDREWS LOF7750 FINALLY CAME UP ON FREQUENCY CONTROLLER GAVE AIRCRAFT A 360 FOR DESCENT, COORDINATED WITH POTOMAC AND FREQUENCY CHANGED AIRCRAFT

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Voice file mp3 available "LOF7750_NORDO_1912_1925utc_3_27_11_R73_R27 "
Reviewed by [redacted] on 3/28/2011 @ 18 39 UTC

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 4/2/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 4/2/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 21:15
Supervisor During Incident: [redacted]	**Sector/Position:** R10
Operations Manager: [redacted]	**Reason for QAR:** Pilot Deviation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☒ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☐ Voice Recording

Call Sign(s)
N795T

Flight plan(s) at time of QAR:

Summary of event with conclusions:

N795T FLIGHT PLAN SHOWED TEB./.J6.BWG.LTOWN.MEM.OLV. AFTER THE AIRCRAFT DEPARTED THE FIX PARKE WHICH IS LOCATED ON J6 THEY APPEARED TO BE GOING RIGHT OF COURSE. THE CONTROLLER THEN QUESTIONED THE PILOT ABOUT THIER ROUTING. THE PILOT STATED THAT THEY WERE CLEARED PARKE DIRECT OLV. THE CONTROLLER THAN PUT THE AIRCRAFT BACK ON THE ROUTE ZNY SHOWED, WHICH WAS J6.BWG.LTOWN.MEM. ZNY CALLED TEB SUPERVISOR WHO ADVISED THAT THEY LISTEN TO THE TAPES AND THE PILOT WAS CLEARED TO OLV VIA PARKE AS FILED.

Controller performance issues identified:

N/A

Corrective training planned or implemented:

N/A

QA Review (If any):

I spoke to [redacted] the pilot for N795T. He stated that he filed TEB direct OLV with "flightplan.com". Flightplan.com filed routing via PARKE J6. TEB tower cleared the aircraft vie TEB PARKE as filed. [redacted] believed he had filed direct OLV so after PARKE he proceeded direct OLV. PD filed.
Reviewed by [redacted] on 4/6/2011 @ 14:22 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/11/2011

Period Start: 8/22/2010 **Period End:** 3/11/2011

Facility Technical Training Objectives for CY2011

1 Traffic Advisories When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent Do not rely solely on "see and avoid" Use vectors and/or vertical separation where appropriate Remember, you must suggest headings when vectoring VFR aircraft

2 Readback Errors Train yourself to stop and listen to the complete readback Ensure the readback is correct and complete Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else An example would be assigning the altitude of the traffic rather than the altitude that would provide separation Again, be sure to stop and listen to the pilot's readback of the clearance Verify that the altitude is what you intended to say and that it provides the separation needed

3 Weather Advisories Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes Use the term "precipitation" when describing radar-derived weather Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME) And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down) Remember most fatal crashes involve GA aircraft in weather

4 PIREPs Solicit PIREPs whenever you have icing or turbulence impacting your area At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet These PIREPs must include a base and tops report This requirement also applies to BGM, ELM and ITH on the midnight shifts

5 Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses

6 Wake Turbulence Wake turbulence separation minimums take precedence over other forms of reduced separation Make sure any time you are using less than 5 nm or 1000 feet (e g 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement

7 Ocean 21 Read back "blue data" Do not rely on memory Do not delete Out of Conformance Messages without reviewing them first Thoroughly investigate all trial probes The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors

Previously identified issues (from previous period).

No technical training issues identified

Supervisory Identified Issues (from current period)
No technical training issues identified

Supervisor Signature	Date	Employee Signature	Date

When finished, sign and give copy to employee Forward original to training

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/21/2011.

Period Start: 9/23/2010 **Period End:** 3/21/2011

[redacted]

acility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

   Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 3/21/2011
Supervisor Signature Date

[redacted] 3/21/11
Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** N/A
Date QAR Completed: 10/13/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 10/2/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 17:55
Supervisor During Incident: [redacted]	**Sector/Position:** R91
Operations Manager: [redacted]	**Reason for QAR:** TCAS RA

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☐ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☒ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
PDT4635

Flight plan(s) at time of QAR:

Summary of event with conclusions:

PDT4635 departs UNV SSE bound climbing to 060 while a 1200 code climbs from 029 to 043 cutting across PDT4635 path with no traffic advisory. Satori replay shows 1200 code traffic for PDT4635 visible entire time PDT4635 had departed UNV.

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Traffic call was required as these two aircraft were on crossing courses climbing in very close proximity to each other. OM and FLM advised.
Reviewed by [redacted] on 10/13/2010 @ 13:39 UTC.

QAR Worksheet

QAR #: **OEDP #:** N/A

Date QAR Completed: 2/27/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 2/27/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 15:58
Supervisor During Incident: [redacted]	**Sector/Position:** R75
Operations Manager: [redacted]	**Reason for QAR:** Other

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

- ☐ Called Area
- ☐ DART
- ☐ ESAT
- ☐ Falcon
- ☒ FP Readout
- ☐ Interviews
- ☐ NTAP
- ☐ SATORI
- ☐ Statements
- ☒ Voice Recording

Call Sign(s)

WXQAR

Flight plan(s) at time of QAR:

Summary of event with conclusions:

WX Conv sigmet 3E was issued as required

Controller performance issues identified:

none

Corrective training planned or implemented:

none

QA Review (If any):

Reviewed by SW on 2/28/2011 @ 12:37 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 4/19/2011.

Period Start: 10/29/2010 **Period End:** 4/19/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

N/A ~~7.~~ Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 4/19/11 [redacted] 4/19/11

Supervisor Signature Date Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.

QAR Worksheet

QAR #: **OEDP #:** 7

Date QAR Completed: 12/20/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 12/20/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 23:01
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

AWE1276, PDT4529

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 12/22/2010 @ 19:26 UTC.

QAR Worksheet

QAR #: **OEDP #:** 7

Date QAR Completed: 12/28/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 12/28/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 23:17
Supervisor During Incident: [redacted]	**Sector/Position:** R26
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

SWA3152, COA1077

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 12/29/2010 @ 16:54 UTC.

QAR Worksheet

QAR #: **OEDP #:** 9

Date QAR Completed: 12/29/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 12/29/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 00:17
Supervisor During Incident: [redacted]	**Sector/Position:** R92
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

- ☒ Called Area
- ☐ ESAT
- ☒ FP Readout
- ☐ NTAP
- ☐ Statements
- ☐ DART
- ☐ Falcon
- ☐ Interviews
- ☐ SATORI
- ☒ Voice Recording

Call Sign(s)

PDT4304, EGF4087

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 12/29/2010 @ 16:56 UTC.

QAR Worksheet

QAR #: **OEDP #:** 10
Date QAR Completed: 12/29/2010

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 12/29/2010
Designated Investigator: [redacted]	**UTC Time of Incident:** 02:21
Supervisor During Incident: [redacted]	**Sector/Position:** R26
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
JBU1327, AWE1165

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):
Visual separation correctly applied.
Reviewed by [redacted] on 12/29/2010 @ 16:56 UTC.

QAR Worksheet

QAR #: **OEDP #:** 16

Date QAR Completed: 1/4/2011

Controller: [redacted]	**UTC Date of Incident:** 1/3/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 23 10
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Terminal (3-mile)

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☒ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

PDT4529, FLG3853

Flight plan(s) at time of QAR:

Summary of event with conclusions:

OEDP 0016 resolution was Area A 3NM+ which was valid in accordance with the indicated loss of 3 250mi and 600ft However, R25 frequency was monitored for use of visual separation which was utilized by R25 ATCS

Controller performance issues identified:

Phraseology with visual separation

Corrective training planned or implemented:

QA Review (If any):

R25 issued PDT4529 "I'd like you to maintain visual separation " R25 did a good job advising both aircraft of what was taking place Phraseology needs to be more concise by dropping the "I'd like you to" Falcon with voice forwarded to SY, TE and SW Reviewed by [redacted] on 1/5/2011 @ 13 22 UTC

QAR Worksheet

QAR #: **OEDP #:** 10

Date QAR Completed: 1/17/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 1/16/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 23:42
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

RPA3139, JBU1327

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 1/19/2011 @ 15:27 UTC.

QAR Worksheet

QAR #: **OEDP #:** 1

Date QAR Completed: 1/18/2011

Controller: [redacted]	**UTC Date of Incident:** 1/18/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 18 14
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Emergency

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☐ Called Area	☐ DART
☐ ESAT	☒ Falcon
☐ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

EJA745

Flight plan(s) at time of QAR:

Summary of event with conclusions:

EJA745 GALX/L Full auto digital engine control failure both engines Declared emergency and requested direct IAD 5 sob,8000 lbs fuel

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Falcon with voice forwarded to SY
Reviewed by [redacted] on 1/19/2011 @ 18 49 UTC

QAR Worksheet

QAR #: **OEDP #:** 15

Date QAR Completed: 2/14/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 2/14/2011
Designated Investigator: [redacted]	***UTC Time of Incident:*** 01:14
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

RPA3217, TCF5927

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):

Visual separation correctly applied.
Reviewed by [redacted] on 2/14/2011 @ 18:56 UTC.

QAR Worksheet

QAR #: **OEDP #:** 10
Date QAR Completed: 3/13/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 3/13/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 19 55
Supervisor During Incident: [redacted]	**Sector/Position:** R25
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

- ☒ Called Area
- ☐ ESAT
- ☒ FP Readout
- ☐ NTAP
- ☐ Statements
- ☐ DART
- ☐ Falcon
- ☐ Interviews
- ☐ SATORI
- ☒ Voice Recording

Call Sign(s)
COA1877, JBU1325

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):
Visual separation correctly applied
Reviewed by [redacted] on 3/16/2011 @ 12 22 UTC

QAR Worksheet

QAR #: **OEDP #:** 23

Date QAR Completed: 4/5/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 4/4/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 23 58
Supervisor During Incident: [redacted]	**Sector/Position:** R26
Operations Manager: [redacted]	**Reason for QAR:** Pilot Deviation

Notifications

- ☒ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☒ ESAT	☒ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)

CHQ5978, JZA7935

Flight plan(s) at time of QAR:

Summary of event with conclusions:

AT 2352 31Z R27 ISSUES CHQ5978 DIRECT LRP AND TOLD TO CROSS 30 WEST OF LRP AT 170', HARRISBURG ALTIMETER 29 40 PILOT READSBACK CROSS 30 THIS SIDE OF LRP AT 170' AT 2357 47 CHQ5978 CHECKS ON R26 STATING LEVEL AT 170'(HAR ALT NOT REISSUED) AT 2358 09Z R26 ATCS ASKS CHQ5978 VERIFY LEVEL AT 170' AT 2358 23 THE ATCS THEN ASKS CHQ5978 TO SAY ALTITUDE AT 2358 29Z THE PILOT STATES WHILE CHANGING ALTIMETER HE DIPPED BELOW 170' LOSS OF SEPARATION AT 2358Z (4 27 NM/700')WITH CHQ5978 AT 167' AND JZA7935 NORTHWEST BOUND IN FRONT OF CHQ5978 AT 160', VICINITY OF THE HAR113008 PILOT ADVISED THROUGH PHLA OF POSSIBLE PILOT DEVIATION

Controller performance issues identified:

None

Corrective training planned or implemented:

QA Review (If any):

Spoke to [redacted] who stated he was late in entering local altimeter when transitioning below FL180 PD filed
Reviewed by [redacted] on 4/6/2011 @ 14 18 UTC

QAR Worksheet

QAR #: **OEDP #:** 11
Date QAR Completed: 4/19/2011

Controller: -- Controller Name Suppressed --	**UTC Date of Incident:** 4/18/2011
Designated Investigator: [redacted]	**UTC Time of Incident:** 22:11
Supervisor During Incident: [redacted]	**Sector/Position:** R26
Operations Manager: [redacted]	**Reason for QAR:** Visual Separation

Notifications

- ☐ Separation Lost
- ☐ Significant Event

Resources Used

☒ Called Area	☐ DART
☐ ESAT	☐ Falcon
☒ FP Readout	☐ Interviews
☐ NTAP	☐ SATORI
☐ Statements	☒ Voice Recording

Call Sign(s)
N802AF, LBQ970

Flight plan(s) at time of QAR:

Summary of event with conclusions:

Controller performance issues identified:

Corrective training planned or implemented:

QA Review (If any):
Visual separation correctly applied.
Reviewed by [redacted] on 4/19/2011 @ 18:43 UTC.

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/7/2011.

Period Start: 11/25/2010 **Period End:** 3/7/2011

[redacted]

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

6. Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
I reviewed a falcon with Anton on sector 55. His control actions resulted in an OEDP Alert. His Trainer B. Claus had to intervene and this resulted in a non-event. This is particularly frustrating because we have spoken about not using a bare 5 miles in the past, and as recently as two weeks ago. The use of insufficient vectors and poor judgement on issuing a climb clearance simultaneously is not in anyway shape or form positive control. Anton is a limited controller and there is no excuse for this poor judgement.

Control judgement of this nature is not acceptable at any stage of training. The continued use of this behavior will result in an unsatisfactory completion of this sector. Over the last week of training Anton has displayed an overall lack of awareness which has resulted in an extremely frustrating and questionable performance. At this stage of training you should have and posses all the knowledge and skill necessary to build your skill level. Anton should be fine tuning his operation not making hap-hazzard control moves which leaves us to wonder. Have pride in yourself and study whatever materials needed to be successful. Your phraseology should be PERFECT. Control decisions should be Safe and sound. Remember SAFE, Expeditious and vigilant.

U.S. Department of Transportation
Federal Aviation Administration

ATCT/ARTCC OJT
INSTRUCTION/EVALUATION REPORT

1 Name	2 Date	3 Scenario/Position(s)
[redacted]	3/7	R55

4 Weather	5 Workload	6 Complexity	7 Hours
☐ VFR ☐ MVFR ☑ IFR ☐ Other _____	☑ Light ☐ Moderate ☐ Heavy	☑ Not Difficult ☐ Occasionally Difficult ☐ Mostly Difficult ☐ Very Difficult	8 Total Hours This Position

9 Purpose ☑ OJT ☐ OJF ☐ Familiarization Scenario ☐ Instructional Scenario ☐ Evaluation Scenario
☐ Skill Check ☐ Certification ☐ Recertification ☐ Skill Enhancement ☐ Other

10 Routing

11 Performance

Job Task	Job Subtask	Observed	Comment	Satisfactory	Needs Improvement	Unsatisfactory	Simulation Training
A Separation	1 Separation is ensured		✓				
	2 Safety alerts are provided	✓					
B Coordination	3 Performs handoffs/pointouts	✓					
	4 Required coordinations are performed	✓					
C Control Judgment	5 Good control judgment is applied	✓					
	6 Priority of duties is understood	✓					
	7 Positive control is provided	✓	✓				
	8 Effective traffic flow is maintained	✓					
D Methods and Procedures	9 Aircraft identity is maintained	✓					
	10 Strip posting is complete/correct	✓					
	11 Clearance delivery is complete/correct and timely	✓					
	12 LOAs/directives are adhered to	✓					
	13 Additional services are provided	✓					
	14 Rapidly recovers from equipment failures and emergencies	N/A					
	15 Scans entire control environment	✓					
	16 Effective working speed is maintained	✓					
E Equipment	17 Equipment status information is maintained	✓					
	18 Equipment capabilities are utilized/understood	✓					
F Communication	19 Functions effectively as a radar/tower team member	✓					
	20 Communication is clear and concise	✓					
	21 Uses prescribed phraseology	✓					
	22 Makes only necessary transmissions	✓					
	23 Uses appropriate communications method	✓					
	24 Relief briefings are complete and accurate	✓					
G Other	25 Visual Separation is applied correctly	N/A	AM				

New York ARTCC Technical Training

A Technical Training Discussion was conducted with [redacted] on 3/11/2011.

Period Start: 8/22/2010 **Period End:** 3/11/2011

Facility Technical Training Objectives for CY2011

1. Traffic Advisories: When a conflict exists between an IFR and a VFR aircraft, consider your responsibility to the IFR aircraft. The IFR aircraft is relying on ATC to take appropriate action to prevent a situation from becoming imminent. Do not rely solely on "see and avoid". Use vectors and/or vertical separation where appropriate. Remember, you must suggest headings when vectoring VFR aircraft.

2. Readback Errors: Train yourself to stop and listen to the complete readback. Ensure the readback is correct and complete. Closely related to hearback/readback is the misspoken clearance, intending to say one thing but mistakenly saying something else. An example would be assigning the altitude of the traffic rather than the altitude that would provide separation. Again, be sure to stop and listen to the pilot's readback of the clearance. Verify that the altitude is what you intended to say and that it provides the separation needed.

3. Weather Advisories: Issue weather information by defining the area of coverage in terms of azimuth and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. Use the term "precipitation" when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (MODERATE) to the highest descriptor (EXTREME). And remember, when aircraft must deviate for weather, issue instructions that limit the amount of the deviation (pin them down). Remember most fatal crashes involve GA aircraft in weather.

4. PIREPs: Solicit PIREPs whenever you have icing or turbulence impacting your area. At TXKF, UNV and IPT, solicit hourly PIREPs when ceilings are forecasted at or below 5000 feet. These PIREPs must include a base and tops report. This requirement also applies to BGM, ELM and ITH on the midnight shifts

5. Visual Separation: The most common errors have been failure to clear an aircraft to maintain visual separation, failure to issue wake turbulence advisories when a heavy or B757 is involved, failure to issue traffic when aircraft are on converging courses.

   Wake Turbulence: Wake turbulence separation minimums take precedence over other forms of reduced separation. Make sure any time you are using less than 5 nm or 1000 feet (e.g. 3 nm area or observed leaving rule) that you verify there is not a wake turbulence separation requirement.

7. Ocean 21: Read back "blue data". Do not rely on memory. Do not delete Out of Conformance Messages without reviewing them first. Thoroughly investigate all trial probes. The worst errors involved inaccurate times on aircraft entering from adjacent radar sectors.

Previously identified issues (from previous period):

No technical training issues identified.

Supervisory Identified Issues (from current period):
No technical training issues identified.

[redacted] 03/30/11

Supervisor Signature Date

[redacted] 3/30/2011

Employee Signature Date

When finished, sign and give copy to employee. Forward original to training.