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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending January 22, 2016

AIRSPACE TECHNOLOGY DEMONSTRATION (ATD-2): Pete Slattery (CLT) is the Article 48 Representative for this NASA led project. His report for the week is below.

- Had a very good few days out at NASA Ames last week working on ATD-2. Kevin McLaughlin (NextGen Representative) and Scott Conde (ZOA FacRep) were there also. Both contributed significantly to the discussion and NATCA's overall presence at the event.
- There seems to be some dispute as to Mr. Slattery's status as an Article 48 Rep on ATD-2. The dispute is whether he is a full-fledged Article 48 Rep or merely an SME. The department provided documentation where Mr. Slattery was named as the Article 48 Representative to ATD-2 in a September 12, 2015 letter to the Agency.
- Mr. Slattery has been made aware of meetings concerning ATD-2 occurring at FAA headquarters that he was not made aware of until after they have taken place.
    - This may have been due to there are those who believe that if Mr. Slattery is simply an SME on this, then they will only seek NATCA's involvement when they deem it appropriate.
    - This is not the spirit with which NATCA believes we were collaborating under for this activity.

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) is the Article 48 Representative for CDM. Mr. Foley and the other CDM Team members provided the information below for this update.

- **SCT (Surface Concept Team):** Kyle Andrews, CDM Representative for Surface Concept Team, attended the Las Vegas Airport Collaborative Site Implementation Team (CSIT) meeting on January 11 and 12, visiting Southwest Operations, Swissport Operations, and LAS ramp towers. The following is his report:
    - General Aviation and Unscheduled Demand: Although all airports have their idiosyncrasies, LAS Airport is unlike any other Top 10 airport because of the high volume of General Aviation aircraft. Where a typical high volume airport might have as high as five percent GA traffic, LAS has on a typical day fifteen to twenty percent GA traffic making up their daily operations, and on an event weekend, possibly forty percent GA traffic. The term for this in Surface Metering is "unscheduled demand". Some thoughts on how to handle it: unscheduled demand does not mean unpredicted demand. Typically an airport knows in advance that a GA dependent event will happen, and have a reasonable estimate for the time frame. During the predicted GA push, the metering queue could create GA

slots that represent a spot in the queue for any plane, and those slots would be assigned on a first come, first served basis. The time could be relayed by a FBO, or possibly an airport entity (ramp tower, ATC tower) could open a designated "metering information" frequency for the GA's to receive their metering time. The challenge will be getting the VIPs on the GA flights to understand that they will not be able to be catered to the way that the Vegas hotels cater to them. The FAA cannot be in a position to give highest priority to the highest profile. A point of emphasis at LAS is managing slot programs and enforcing times, even against the pressure of high profile requests.

- **Electronic Flight Data Features:** As EFD implementation gets closer to the reality of high fidelity, real time data sharing, a dialogue among ATC users needs to take place about exactly what data is vital to provide efficient service, and what is the cost of that data. The functionality and availability of features without considering the cost can be tossed around a little too comfortably, not with bad intentions, but because everyone has become so used to computers/iPads/smart-phones putting everything at their fingertips at what feels like a very reasonable price. In the near term there should be a determination of what features are essential and what are simply helpful, and the cost effectiveness of these features. Without that determination, there will be no guidelines in place on what EFD should look like when the data sharing starts.
- **Block time:** Airline operations continue to feel the need to build in block time for flights because flights are so consistently delayed. Each minute of block time represents in some context time that the gate and parking areas could be used by another flight. In the ongoing concern about planes taking up gates while waiting for their time to taxi (issued by a Departure Metering Program) perhaps the trade will be block time for gate hold time. The increased predictability given by metering could offset small delays in push from the gate.
- The highest objective for Surface CDM continues to be Departure Metering, managing queue length to realize the greatest efficiency gains. But in the process of achieving that objective, there is now an understanding of efficiency gains that can made along the way. Here are three examples:
  - Pre-taxi Call-For-Release - ATC currently waits for a Traffic Management Initiative (TMI) constrained aircraft to call for taxi before the calling Central Flow for that plane's release time. ATC then typically has to find a way to have that plane either jump the line to meet an imminent release window, or park the plane to wait until a more delayed future window arrives. With improved sharing of accurate information, ATC could confidently call well ahead of the taxi out time, and have a better chance of having the release window coincide with the time that the plane is ready to taxi. ATL tower already does a version of this
  - Delta Airlines has a way to notify the ARMT automation when a plane pushes, which then highlights each plane on the ATC ARMT

Display, so ATC has the extra lead time from push to call-for-taxi to work on the TMI release.
    - *NOTE: Jeff Woods, Ron Foley and Kyle Andrews had a discussion about this making sure Delta Airlines doesn't have a fair advantage.*
- **Relief Of Frequency Congestion -** During high volume traffic events, frequency congestion can severely inhibit the flow of traffic as the ground controller's transmissions are blocked by pilots trying to talk to him. Through real time data exchange, much of the information that currently needs to be spoken (reroutes, taxi routes, delay for release time) could be relayed electronically through Electronic Flight Strips (EFS) and ACARS.
- **Pre-taxi Reroute -** During a severe weather event, ATC currently waits for a plane to taxi before they issue a reroute around severe weather. With reliable taxi-out times available, planes could be sent reroutes in advance of taxi, enabling the pilot to know if his fuel would allow him to fly the reroute and to have the plane set up for the new route and ready for takeoff. Also, EFS would allow group reroutes to be performed, saving ATC considerable data input time.
- High Fidelity modeling is now being done to estimate efficiency gains at various airports.
- The SCDM lead presented a video that depicted PHX Airport under the current, non-Departure-Metering environment compared to a modeled simulation of how the airport would run if Departure Metering were in effect. The simulation showed a reduction in queue length by about fifty percent for the majority of the push, at a gate wait cost of seven minutes per plane on average. This queue length reduction would yield significant fuel and emissions savings.

- **FET (Flight Evaluation Team)**
    - The CDM/FET subgroup met in Tampa Florida to discuss current tasking on the Integrated Demand Management (IDM) and to prepare for the upcoming HITL testing at NASA Ames in March. We met for a half day on 1/19, a full day on 1/20 and a half day on 1/21. There were 12 team members present for the meetings. Mark Evans from NASA joined the group on 1/20 to participate along with members from NASA, including Nancy Smith, on a telcon to walk through next week's HITL and to discuss expectations for the March meeting.
    - The January and March HITL's are going to continue work on the integration of CTOP (Collaborative Trajectory Option Program) with RTA (Required Time of Arrival) and merging with TBFM. The HITL continues to focus only on EWR flights for now. NASA has conducted "simple" tests of this concept already using ideal/static conditions. These results were discussed at the November meeting in Dallas. The major introduction into the test for March will be winds and variable/unpredictable releases into the problem.
    - The group discussed readdressing the Mexican Routes. The FET group will try to meet with Jim Bedow during the February meeting at the Command Center and explore how to best move forward with that tasking.

  - The DCM/FET team will meet in February (proposed for 2/10-12) at the Command Center to continue preparations for the March HITL. The March meeting is 3/21-25.
- **WET (Weather Evaluation Team)**
  - Continuing tasking from last month.
- **FCT (Future Concept Team)**
  - Continuing tasking from two months ago. Last month meeting cancelled and won't get together till February.

TEMPORARY OPERATIONAL CONTINGENCY OFFICE (TOCO): Tammy Norman (ZTL) is the TOCO Article 48 Representative. This is a one year detail at the Eastern Service Center to work on this project. Ms. Norman's report for this month is below.

- **The TOCO** continues to work with the IPTs (integrated project team) toward the completion of its remaining deliverables and anticipates their completion to be as scheduled.
- **Policy:** The 1900.47E (Air Traffic Control Operational Contingency Plan) was published on January 21, 2016. The effective date has been set for April 20, 2016.
  - This will allow facilities to complete their OCPs with the implementation of the divestiture of airspace.
- The TOCO is working with the Command Center, POCs for the **ACT2 (Automated Contingency Tool)**, to upgrade the database to manage the OCPs. They are also working on a consistent format the facilities will need to follow for implementation into the ACT2.
- **Requirements:** The Requirements IPT is working to complete their last deliverables. POFMs and Second Level Engineering (Enroute engineers) met on January 14th to work on these closings.
- **Review and Compliance:** The IPT leads, Brian Holguin and Robert Beck, were present January 20th and 21st to work with the TOCO to plan upcoming activities with the publication of the 1900.47E.
- **Training:** The Training IPTs are working on closure of deliverables D022-Facility Readiness for Unplanned Transition to EBUS and D025- Facility Readiness to Execute OCP that will provide the training leads with a report of findings document.
- **DOT OIG** visiting TOCO January 26-27 for continuation of their audit activities associated with, "FAA's Ability to Manage Air Traffic Control Disruptions".

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is NATCA's Article 48 Representative for the TAMR initiative. Mr. Herrick's report to the membership is below with the STARS/TAMR Segments and Phases divided into 3 part.**Phase 1**. Legacy STARS facilities and Technical Refresh. Deals wih software of existing STARS facilities and upgrades at those facilities to either STARS G4 or STARS G4 Elite.

- **Phase 3 Segment 1.** ARTS IIIE facilities. Originally there were 11 there are now 4. D10, D01, SDF, NCT, SCT, A80 and M98 have all transitioned to STARS and the remaining four sites will transition to STARS are T75, C90, PCT and N90 by May of 2016. This was a monumental undertaking that many thought was not possible. Because of collaboration and NATCA's total immersion in the program we are making it happen.
- **Phase 3 Segment 2**. ARTS IIE sites. There were 94 and there are now 80. We have an extremely aggressive schedule over the next 2 years and the team has been transitioning these sites with few complications. This is a huge undertaking and the work that is going into it by all aspects of the Agency is utterly enormous. We are up to this challenge. The biggest obstacle is aging infrastructure of ASR radars (Specifically ASR-8s) that need to be digitized. This is known as the Common Terminal Digitizer (CTD) program.
- **SCT issues.** The Southern California TRACON (SCT) has dominated the focus of many of us for over a month. SCT continues to experience issues with false targets and target jumping. This performance is unacceptable to everyone and we are working on solutions. Although incremental improvement has been seen since they initially transitioned to STARS in August of 2015, the continued issues have triggered a collaborative effort at duel paths. We will conduct refresher training for the controllers at SCT for a possible fall back to Common ARTS while we also continue to plan for the next software build (known as Drop 5) by Raytheon and the Tech Center. The controllers from SCT along with Management and OSF personnel will go to the Tech center for a "Playdate" where they look at the performance of the system and work to fix the software coding on the spot. It will then be tested at SCT and potentially turned on in mid to late February. If the target behavior does not substantially improve to a "suitable" level then we will trigger the fallback to CARTS. The majority of the issues at SCT can be traced to 4 Radars in the Los Angeles Basin that are physically located in bad locations. Although they are functioning mechanically at the highest level they have in years, they are simply located in an area where they point at buildings, walls, mountains and other obstacles. The STARS software must learn how to disregard the false and erroneous targets and present a clean picture to the controllers.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10.**
    - There are four facilities of the original 11 left to transition from Common ARTS to STARS, St Louis T75, Potomac PCT, Chicago C90 and New York N90. St Louis will start on Feb 1 and New York is scheduled to finish by mid June. We have regular meetings with each facility and so far have been meeting all benchmarks and expectations. New York will be the most logistically challenging as they report the least capacity to support the transition with local resources. We have already sent two NATCA members from other facilities to help them create training scenarios, and they have asked the program to bring in instructors to provide controller training. These are not things that we have needed to do at other facilities, but we expect to be able to meet all requirements.

- Southern California TRACON is the TAMR program's biggest hurdle right now. Representatives from NATCA and Agency management spent two separate weeks in San Diego this month in support of the facility's request to return to CARTS while STARS radar tracking performance is improved. The first week resulted in a report for Agency management that supported SCT concerns. The summary was "the team has validated there are recurring safety issues due to inaccurate radar tracking with the current state of the STARS automation platform at SCT." The second week was spent reviewing with the site an appropriate path forward, creating success criteria and reviewing the CARTS fallback plan, should that mitigation become necessary.
- Safety Risk Management Panels (SRMP) are routine and we normally conduct several every month, but two January panels were significant. One was triggered by the "safety issues" language of the SCT report referenced above. That panel is validating the safety risk of STARS R3aD4 software. The panel is not complete. The second significant SRMP was for a requirements change proposal that would extend the STARS system restart time from 1 minute to 6 minutes. This could have significant operational impact on controllers, and warrants a much broader discussion. That panel is also still underway.

- **STARS/TAMR Phase 3 Segment 2 Update submitted by Scott Robillard-K90.**
  - Jan 16, 2016, TYS transformation from ARTS IIE to STARS G4 ELITE. The FAA and NATCA collaborated on a time lapse video that creates a video achieve on what a big-bang cutover looks like.
  - Long term projects like PBI achieved a huge milestone for Contractor Acceptance Inspection (CAI). CAI is where the government purchases the automation platform from the vendor. This is all occurring in the new PBI TRACON.
  - Three Legacy STARS facilities are progressing their way toward the upgrade from G1 STARS to G4 ELITE STARS. They are Y90, R90 and SBA.
  - Preparing for the next transformation from an ARTS IIE to a STARS G4 ELITE at FAR, which is February 6, 2016. Subject matter experts from GEG, D01 and TLH will be on site to assist.
  - RFD will be hosting a rare onsite Operational Testing and Evaluation (OT&E) for the Common Terminal Digitizer (CTD). Due to limitation of the ASR8 at the Tech Center, RFD was approached. The CTD is essential to completing deployment of STARS across the NAS.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
  - **Deployment.** F11 Air Traffic training begins on or about 1/28. Tech refresh activities are on schedule.
    - A90 planned I.O.C. date is 4/17/16. Air Training teams will need to be put in place by 2/17/16 or there a bouts, for FSL/EFSL training to begin on 3/18/16. Tech refresh activities are on schedule.
    - PIT Initial Site Survey for G4 will be in early February.
  - **MDM.** V2.04 data trapping software did not receive a lot of data in Seattle (key site). There hasn't been but one MDM anomaly since late October. The one event that was received by Esterline is still under

investigation, but I didn't get a lot of confidence they will have what they need to find answers. This came out of the PMR on 1/20/16. Tampa is still a proposed site to run V2.04 and is standing by. There is still talk about turning off LFC in Seattle and along with the debugging software, they have hope to link some of the anomalies versus software input as possible causes for failures. This is still a last resort effort. Esterline and the Program office has been advised, Mr. Herrick and Mr. White will have to touch base with the facility prior to that decision. Everyone agreed. TSLE wants to get 6 months of testing done at Seattle, but patience is wearing very thin with the AT folks. The MDM team is encourage by the lessened amount of anomalies, but still actively engaged in finding solutions.

- **Tech Center Lab crisis.** Lab space at the tech center is approaching a crisis level. With new programs on the horizon and software issues from the field and test events, have stretched the TLSE and lab resources thin. As a result, post R4 (merge) there will not be anymore testing on G1/G2 systems. The Test Teams will look for ways to combine software drops together when possible to gain lab resource availability for future events. Software issues at SCT for example require immediate attention. This then pushes other software roll-outs to the right ie., R4. It's a snowball effect that they did not anticipate and are trying to finds ways to mitigate the crisis. Terminal Sequencing and Spacing (TSAS) will probable suffer a slide in Tech Center testing. Eric Owens has been notified and a meeting will need to happen to form a strategy. Currently, TSAS is not STARS ready, but projected to be around November 2016. Time will have to be negotiated with R5, whatever comes in the field requiring new software upgrades, and more than likely, night testing at the Tech Center. The TAMR team including NATCA is well aware of the challenges and risks that it posses on the TAMR program as a whole.

- **STARS/TAMR Training update submitted by Aaron Rose-NCT**
  - Numerous discussions with N90 about upcoming training and scenario generation. N90 advises they need 800 scenarios prior to IOC. Talking with TAMR Program Implementation Lead Amber Natale and coordinating with N90 it is our best bet to have Raytheon and FAA academy resources support N90 in this endeavor. N90 is also requesting CADRE support to train all AT personnel between March 28 and May 12. Mr. Rose has volunteers within NATCA who are willing and able to provide the training. Mr. Rose just needs NATCA and Program Office (PO) approval. They are looking to send one CADRE per week, Sunday thru Friday. Still in talks with N90 in regards to how much support they will need.
  - PCT, C90, and T75 all classes and scenarios have been completed or are in the process of completion.
  - SCT's tentative fallback to CARTs has the training world scrambling to help the towers and TRACON. They believe with the help of the already prepared TRACON materials the towers will have no problem reverting to CARTs should that be necessary. NATCA National CARTs Article 48 representative Mickey Vitti (N90) has been involved in that discussion.

- **Scenario generation**. Scenario generation is still a problem in need of a solution.

- **STARS TAMR Operational Support Facility (OSF) Update submitted by Candy Barr-Multi Unit.**
  - NATCA OSF representatives participated in a meeting with management and Raytheon to finalize an OSF specific training course for the TAMR software merge build (S6.R4) expected in the near future. This build will merge all STARS/TAMR platforms into one software baseline. We expect a completed OSF Training Package ready for an April delivery. The OSF's certainly appreciate the NATCA TAMR Article 48 leadership for their efforts in making this a reality.
  - The team is focused on the rework of RADAR adaptation to be delivered to SCT with TAMR R3 Drop 5 software. To facilitate this effort they are providing expert OSF NATCA technical representation to work with a joint TSLE/Raytheon team at Marlborough, MA during the week of 1/25/16. This effort will continue by this team to demonstrate software and adaptation adjustments for SCT at WJHTC during the following week.
- **Section 804 (Facility Realignment and Consolidation).** The FAA Reauthorization of 2012 required the FAA to consolidate buildings and reduce infrastructure.
  - Section 804 of the law was the mechanism that required that. NATCA has jointly developed a process with the Agency and PASS that works within the parameters of the Law and we have many facilities currently under analysis. This is an entirely pre-decisional process and nothing will be implemented until the entire process is followed:
    - 804 Workgroup conducts analysis which includes collection of data from the facilities involved and stakeholders. This data includes both qualitative and quantitative issues.
    - 804 Workgroup makes a recommendation to Senior Leadership (NATCA President, PASS President and FAA Administrator)
    - Senior Leadership concurs with our recommendation
    - The recommendations are advertised in the Federal Register for Public Comments for 45 days.
    - The Agency then has 60 days to respond to any public comments.
    - Congress then has 30 days to vote the recommendations down. If they fail to act, the Administrator implements those recommendations.
  - The following have been all the way through the process and are being implemented: K90 is being moved to A90. ABI is becoming a TRACAB.
  - The following recommendations have been made but still must go through the 45 Federal Register, 60 day public Comment and 30 day Congressional Approval time period:
    - ERI is recommended to move to BUF
    - CAK and MFD have been recommended to be moved to CLE
    - MKG, GRR, LAN, MBS and FNT have all been recommended to be moved to AZO
  - Currently under analysis with no recommendation pending:

        - PIA/SPG with potential realignment to T75
        - CHS for potential realignment to MYR or SAV (On hold pending results of reclassification of seismic codes and ultimate Agency needs for CHS)
        - MWH/PSC for potential realignment to S46, POR or GEG
        - BFL for potential realignment to SBA or FAT
    - Soon to enter the process:
        - ELM, BGM and RDG

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the TFDM Article 48 Representative. The TFDM update for the membership is below.

- The Preliminary Hazard Analysis was approved by the ATO Chief Safety Engineer on 12/29, completing the Safety Risk Management Guidance requirement for the FID checklist.
- TFDM PMO received notification of a $6.8M budget cut from FY17, reducing the years budget to $42.2M. The program is still evaluating the impacts of this cut to the schedule, however the initial assessment is a further delay to IOC at the first key site of 6 months to late 2020 or early 2021.
- The tech evaluation and consensus reports are complete. The cost-price evaluation is planned to be complete by the beginning of February.
- **Advanced Electronic Flight Strips (AEFS)**
    - The Tech Ops training manual was completed and training has begun in CLE and EWR.
    - The ATC Training Manual is still being finalized but will be completed by the EWR workshop starting 3/7.
    - **CLE**
        - The follow-up heads down study was completed on 1/08, results are still pending.
    - **EWR**
        - Two displays were installed in the tower cab at the TM and CD positions to assist in familiarization.
        - Testing for 5.3.0.2 EWR was scheduled to begin 1/18 but were delayed until 1/22 due to issues with RECAT.
    - **SFO**
        - Still on schedule for the OTO in early March, FCC in early April, and IOC in the new tower in mid October.
    - **PHX**
        - The PHX server rack was updated to the baseline system 1/4-7. As soon as their tech ops finish the training, PHX will upgrade to the 5.3.0.2 build CLE is currently running.
    - **LAS**

        - LAS kick-off meeting is scheduled for 1/28 to discuss the implementation schedule and the facilities requests for adaptations.
    - **CLT** is still planned for the end of 2016 to support the NASA ADT-2 program.
- **SWIM Visualization Tool (SVT)**
    - The trial period at SDF and SCT for the additional filtering capabilities passed. Both facilities approved of the changes and expressed their opinions on additional capabilities to be researched. It was decided to update the remaining 9 facilities with the new build sometime in late January or early February.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the TBFM Article 48 Representative for NATCA. His report for this week is below.

- This year for TBFM has started off slowly. Management has a new co-lead so Mr. Owens has been working with him to get the schedule for the Ops Team up-to-date.
- The first week of January, Mr. Owens was in Memphis to discuss the patch that will be installed in ZTL's TBFM adaptation to fix the MLAS issue. This patch will be installed February 4, 2016. We also discussed additional components of TBFM that ZME may want to add. However, with ZTL's MetroPlex activities we will not be able to add too much until ZTL's MetroPlex is fully implemented.
- Coupled Scheduling (CS) is still scheduled to be key sited with ZOA to ZLA.
    - Due to the Super Bowl they have a tentative date of February 15-19, 2016. If the CS concept is validated we will assist facilities with adding coupled scheduling.
    - The team will also key site Integrated Departure Arrival Capability (IDAC) with LAX, BUR, SNA, SAN, LAS and ZLA during the same time.
        - They have to complete IDAC training at SNA prior to key site. The new TBFM 4.4.1 build will correct red space green space scheduling issues and an issue that caused the system to inadvertently shutdown.
        - If the IDAC key site is successful, we will travel to ZID, IND, CVG, SDF, DAY and CMH to test IDAC and complete training.
- The week of January 19, a TBFM training meeting was held in OKC to continue development of an industry training course and to begin efforts to update the National TBFM Course.
- This week the Ops Team will be in Atlantic City for the TBFM 4.4.1 Ops Evaluation.

TRAFFIC FLOW MANAGEMENT SYSTEM (TFMS): Cliff Kierce (DCC) is the TFMS Article 48 Representative. His report is below.

- Traffic Flow Management Deployment Team met January 12-14 at the FAA Tech Center.

  - Reviewed re-evaluated the new Reports Tool function
  - Found the tool to be retrieving reports as requested. However, there seems to be several problems with the Firefox browser and its interactive functions, which CSRA says they are not sure if they can fix the issues because the problems noted are Firefox design limitations. CSRA will continue to search for a more desirable answer.
  - Some of the problems noted were:
  - Button focus: When placing the cursor over a button, the button changes color or focus however the change is so subtle that it is mostly un-noticeable.
  - When saving a query, the list of available folders are preceded by an arrow, which animates in a way that suggests displaying the contents of that folder. However, selecting this arrow does not open the folder to view files and it does not automatically select the folder, which can mislead the operator of the tool. This could result in undesirable location for the file to be saved.
  - Printing: The page break that is set in the results section of Firefox is not the same as the number of lines on a printed page so when printing what you may think is page 1 of the report, the printer could print several pages. CSRA is looking into a solution. Also, when printing, the margins are incorrect. CSRA is also looking into this.
- The deployment team spent time testing the merge/optimize function of PDRR/ABRR. CSRA made some changes to the decision tree in efforts to produce more desirable and expected results. Although there has been improvement in this area, Mr. Kierce believes more discussion needs to take place to help eliminate some of the errors found.
- The team reviewed and prioritized CR's for CTOP
- There was a short review of the PDRR/ABRR CBI. Suggestions were made to modify the CBI and to possibly combine both CBIs since we have delayed turning the systems on and adding additional functionality of the Departure Viewer for selecting flights into the Route Amendment Dialogue (RAD).
- Human Factors presented several options for a recall button that would reside on the toolbar of the TSD. This would bring the Departure Viewer window to the front of the display if selected.
- The ERAM team was testing PDRR/ABRR for the ERAM functionality. That team wrote up some issues for ERAM to fix. The deployment team sat in on the recap and discussed their findings.
- The Deployment team ranked the severity of issues found with testing the Route Amendment Dialogue (RAD) which is the tool that allows the TMC to submit PDRR/ABRR amendments.

Dale Wright

Dale Wright
Director, Safety and Technology