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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending March 11, 2016

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) leads the ERAM efforts for NATCA. This week's update is provided by Dan Mullen (ZID).

- Much of the last four weeks has been dedicated to work on a backup Flight Data system for ERAM (CFDM).
 - The task team spent several days in the lab testing different outages.
 - They also worked with Lockheed and SLE to define requirements.
 - The National User Team (NUT) is still discussing what functionality the backup will need.
- The NUT held their quarterly meeting the week of Feb 29th.
 - The DataComm team briefed on training needs and different schedule options were discussed.
 - A problem with correctly displaying WARP data was identified. Certain filter settings can cause weather to not be correctly displayed to the controller. AJV-8 has since sent out corrected guidance to EnRoute facilities.
 - Other issues include:
 - Aircraft trajectory by type
 - Conflict probe improvements
 - The 811 outage guide
 - Automated Point-outs
 - ABRR
- The EAD500 ERAM release content is being tested by NATCA the week of 3/14. Some of the changes in this release are:
 - Unconditional Track Control
 - A ground speed display toggle
 - A Vertical Rate display
 - Increased number of allowable macros
 - SAA status change notification

HUMAN PERFORMANCE: Jay Barrett (MIA) is the NATCA Human Performance Liaison. His report for the membership is below.

- There has not been a lot happening in the fatigue office.
- The fatigue office activities include:
 - The FSSC meeting took place February 18th & 19th. There was considerable discussion around compliance reports with the fatigue work rules in the 7210.3. There has been discussion for months around the issue of fatigue self-reporting abuse in the field. The committee has not

reached consensus on how best to handle the issue. The FRMT's scientist has begun work on baselining the work that was done in October of 2013 so that we can ensure the same assumptions will always be used in the future when further modeling is to be done.

- The FRMT's research request of ANG (Human Factors research) was not approved due to lack of funding. The FRMT will explore options of performing further research and compliance studies in house.
- The Alertness app is nearing completion. It will not be finished by CFS, but we will have a demo that we can show participants from the fully charged booth.
- PFS content this month will be on activity monitors and how they overestimate sleep.
- The majority of work has been in the HF side of the HP triangle.
- The human factors office activities include:
 - Mr. Barrett attended a training standards vetting session at N90. This work is very difficult and contentious as many people have informed and strong opinions about what skills a trainee should have during the OJTI process. There is one session remaining this week and the standards should be completed and ready for roll out. The next step will be to develop an implementation plan and training workshops prior to a July rollout.
 - Mr. Barrett and his FAA counterpart will be participating in a CWG panel discussion at CFS and will also have breakout sessions dealing with human error and a concept called residence engineering. The intent of the breakout will be to demonstrate a fresh approach to viewing human error and how the procedures, training and people who work in the NAS are what helps keep the system safe. The resiliency concept focuses on what they are doing correctly when the NAS is stressed as opposed to what they are doing wrong.
 - Mr. Barrett and his FAA counterpart performed a human performance assessment of C90. They found that C90 is doing many good things, but that they are suffering from structural HQ decisions concerning placement that is causing them to be very short staffed and working an inordinate amount of overtime. They should have a document soon that will elaborate on our concerns.
 - The team is working on delivering our teamwork workshops, FLM & OJTI workshops to HCF sometime this year. They also will be delivering these to MIA and C90.
 - ZNY has invited the Human Performance Team to do a complete assessment of their training program similar to what they did with N90.
- The Health and Wellness activities:
 - Mr. Barrett will be taking an online course dealing with Johnson & Johnson's human performance institute.
 - The Human Performance Office has received complaints from ARR ATCT about the woeful conditions at this facility. Mr. Barrett has communicated

with the ATM and NGL OSHA rep to see what his team can do to help the facility.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) is the Article 48 Representative for NVS. His report is below.

- **NAS Voice Systems (NVS)** demo labs are currently running on Build 11. Build 12 is currently in development. This is the beginning of the final development stretch leading into Factory Acceptance Testing (FAT) scheduled to begin in November 2016.
 - The NVS Key Site facility representatives (SEA, S46, ZSE) visited the Harris Demo Lab in Melbourne, FL for an on-site familiarization February 8th-11th. During the visit the representatives were hands on with the system and overall the feedback was positive. Some of the items identified by the group were:
 - borders for overlays
 - sidetone knobs and/or better placement on the UTIL screen
 - too many lines of text on G/G buttons
 - font size too small
 - change whole G/G DA for status vs badge
 - cumbersome Call Transfer functionality
 - brightness icons are too busy
 - location of the Call Release button
 - display of the speaker (or speaker with X) icon on G/G buttons (Call Alert)
 - Number lists (e.g. the Inc Call Fwd page on UTIL)
 - Most of these items had been previously identified and are being addressed in future NVS builds.
 - Mr. Shedden will be in Melbourne, FL on March 29th and 30th for the NVS Training Guidance Conference. Tom Adcock (A48 Training) will also be in attendance.
 - NVS and ERAM began working together to ensure installation compatibility in the DSR console. There will be an NVS demo given to the ERAM CHI team the week of May 9th at the Tech Center in Atlantic City.
- **Next Generation Air-Ground Communication (NEXCOM)** continues deployment of new CM300/350 V2 radios to terminal facilities across the country. Deployment is going well. 10 new radios are in work or are going operational in January at various sites across the NAS.
- In May, **Houston Center (ZHU)** is set to begin testing the new RCAG replacing the ARINC's VHF Extended Range Network (VERN) in Cancun. The FAA successfully replaced the Key West VERN last summer. These VERN's provide long-range directional radio coverage in the Gulf of Mexico.
- **NAS Voice Recorder Program (NVRP)** is the replacement for existing NAS voice recorders (DALR, DALR2, DVRS, DVR2). Vendor meetings occurred between

November 19th and December 3rd. There was an NVRP Stakeholder meeting on January 21st discussion requirements and information from the vendor RFI's (Request For Information). We will continue to work on refining requirements for the new recorder.

- The **Headset** contract (Plantronics) is expiring in June of 2016. The FAA program office is currently in the vendor selection process and expected to announce the selected vendor in the spring 2016 time frame. There will likely be changes to the availability of existing headset models regardless of the vendor selected, although the most popular models will remain unchanged.
- **Grand Rapids Tower/TRACON (GRR)** is reporting multiple issues with their aging voice switch. The Voice Switching Team in Oklahoma City (AJW-173) is working closely with GRR to resolve their issues. There's also a radio coverage/spectrum issue being worked, as well as an issue with Tech Ops staffing and training. There are now additional issues, mostly environmental, keeping ATC and Tech Ops out of the TRACON delaying work on the communications issues.
- **Waterloo Tower/TRACON (ALO)** is reporting issues with the phone system used operationally in the tower. One of the issues has been resolved (inaudible phone) while the second one remains in work.

NEXTGEN: Kevin McLaughlin (SCT) is the NATCA National NextGen Representative. Mr. McLaughlin's update to the membership is below.

- There is often a great degree of overlap between the programs that fall under the NextGen Rep and the programs under the responsibility of other Reps such as the PMO for example.
 - Collaborative Decision Making (CDM) is one of those programs. The CDM Charter document describes "Collaborative Decision Making as a joint government/industry initiative aimed at improving air traffic flow management through increased information exchange among aviation community stakeholders.
 - CDM is comprised of representatives from government, general aviation, airlines, private industry and academia who work together to create technological and procedural solutions to the Air Traffic Management (ATM) challenges faced by the National Airspace System (NAS)."
- NATCA has a CDM Rep and Reps on the CDM Stakeholder Group sub-teams, but no seat on the Stakeholder Group itself.
 - CDM traces its origins to September 1993, when the Federal Aviation Administration (FAA)/Airline Data Exchange (FADE) experiment highlighted the benefits of NAS users providing updated schedule information, allowing for improved decision making by Traffic Flow Managers. The CDM Roles and Responsibilities document, the cornerstone of the CDM program, were agreed to by the FAA and flight operators in the spring of 1995.

- According to the most recent the CDM Stakeholder Group Charter written in 2011, membership is limited to qualified aviation related entities that meet the data-sharing criteria specified in the current FAA CDM Memorandum of Agreement.
- Despite our participation in the Stakeholder Group sub-teams, NATCA's absence on the SG itself means we cannot effectively direct and ensure collaboration in all efforts of the SG such as modeling, etc. NATCA's inability to meet the data-sharing burden specified by the Charter has meant that NATCA does not have a seat at the table with the other Stakeholders.
 - Recently, an opportunity has arisen to seek a Charter re-write that would open CDM Stakeholder Group membership to non-data providing potential members such as NATCA.
 - A sub-team is currently working on this re-write project, and helping this group find a charter solution that is NATCA inclusive is a major goal of the next few months.

VOR MINIMUM OPERATING NETWORK (MON): John Vogelsang (P31) is the Article 48 Representative on the VOR MON project. His update is below.

- The VOR MON program is slowly moving forward. There have been quite a few differences of opinions when it comes how best to keep the locals in the loop as the VORs slated for discontinuance actually get close to getting turned off. The input from the field will be used to determine what procedures associated with a VOR will need to be replaced by a PBN procedure and which can simply go away.
- The program manager will be conducting an A7 briefing with NATCA on March 29.
- There will be an SRM at NCT in early May concerning the discontinuance of ECA and MXW.
- The next meeting of the program team will be in DC the first week in May.



Dale Wright
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