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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE
Week ending March 18, 2016

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) is the DC Based Article 48 Representative in the AJV-7 Office. Mr. Keith forwarded the summary below for this update.

- A meeting is being arranged with AJT, and AJV-7 to start the process of getting a terminal CHI team stood up.
- Mr. Keith has attended a few Surveillance Strategy meetings inside AJV-7. It appears to me the purpose is to see where we can reduce RADAR antennas and beacon antennas. He will have more to report on this issue in next month's update.
- A date has been set, April 27th, for NATCA to see QUEWTY keyboards for STARS.
- Mr. Keith attended an Operational Safety Assessment for E-IDS. NATCA was represented by Eric Morrison from ZAU, Matt Johnson from ZNY, and Gerald Haynes from Memphis TRACON.
  - o The determination from the OSA was no risk identified that would prevent the agency from continuing forward.
- Terminal Work Package one (TWP-1) is still gathering information in order to prioritize the data. One thing that appears to have been decided is that ATPA phase II will be in TWP 1.
- Attended ERAW meeting in Charleston 3/1-3/2016. AJV-7 briefed ERAW on a long list of ongoing projects and future projects being worked by AJV-7. AJT and AJV-7 will be meeting this week to clarify Enroute CHI team interactions with each other.

AIRSPACE TECHNOLOGY DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) is the NATCA Representative for the ATD-2 project. Below is Mr. Slattery's report for the membership.

- Last week Mr. Slattery participated in a risk management board concerning ATD-2. The primary risks identified were the Electronic Flight Data (EFD) system that Charlotte is receiving, Advanced Electronic Flightstrip System (AEFS), and the FAA's ability to provide support in the form of personnel and resources. Mitigation strategies were proposed and the risks have been minimized.
- NASA engineers have been working with American Airlines personnel on importing data streams for use with ATD-2. The data the airline is providing very closely resembles data that will eventually be available via TFMS and is necessary for both ATD-2 and TFDM.
  - o This is aircraft specific state/status data that all airlines have agreed to provide to the FAA for inclusion into future TFMS data sets. This data will then be distributed to other traffic management Decision Support Systems in order to achieve the goal of instituting departure metering.

- o This is a key step in the ATD-2 process and NASA is going about obtaining the data directly from the dominant carrier at CLT since the time frame for its availability from the TFMS system is still uncertain.
- A user working group meeting will take place during the first week of May at CLT. The group will include the traffic management units from ZTL, ZDC, and CLT, as well as other stakeholders. The focus will be on roles and responsibilities as well as incorporating ATD-2 into the normal workflow. It will also give personnel from other locations a chance to view the challenges faced on the surface at CLT and how the flow of traffic into and out of CLT is affected by traffic management initiatives.
- An ATD-2 University (ATD-2 U.) session was held at NASA's North Texas Research facility (NTX) last month.
  - o It was attended by members from FAA headquarters including the Surface Efficiency Office and AJV-7 (Terminal Requirements and Validation).
    - Another session will be held during the third week of May. These sessions help elevate the understanding of the ATD-2 and Surface Departure Metering concept.

RUNWAY SAFETY: Ric Loewen (DFW) is the Runway Safety Action Team (RSAT) Representative and also the Article 48 Representative for Runway Status Lights (RWSL). Bridget Gee (DFW) will be replacing Mr. Loewen in the near future and the transition has started. Below is Mr. Loewen's report to the membership.

- **New NATCA Runway Safety Representative Named:**
  - o Bridget Gee from DFW has been selected by the NEB to replace Ric Loewen as the Runway Safety and RWSL representative. Ms. Gee is a 8 year CPC having worked at SAT and now DFW for the past 4 years. She is the NATCA lead on the DFW LSC, has been supporting runway safety as a point of contact to the agency in the southwest region, and representing NATCA at DFW's LRSATs as well as previously at SAT.
  - o Mr. Loewen and Ms. Gee will be working together for a while to ensure a smooth hand off.
  - o Ms. Gee has a Bachelors of Science in Aeronautical Science with emphasis on Professional Pilot, Minor in Air Traffic Management, Minor in meteorology, and also is a Commercial, multi-engine rated pilot.
  - o Ms. Gee's email address is rsat-rwsl@natca.net.
- **Runway Status Lights (RWSL):**
  - o JFK will IOC the final portion of their system while we are in Las Vegas for CFS. The JFK system has been offline for several weeks in order to tie in the remaining fixtures and to trouble shoot a problem. Hopefully the upgrades will be installed and the whole system brought up next week.
  - o Work is ongoing to secure funding from the Agency and agreements with the airport operators at DFW and BOS.

- o ORD phase 1 (10L/28R) on target for April 2016 IOC, phase 2 (10C enhancement) construction to start Spring 2016 for completion July 2016, phase 3 (9R enhancement) to begin late summer or fall 2016.
  - o DTW had encountered a problem with Tech Ops accepting the system from the program office through joint acceptance inspection (JAI) and was therefore off line. DTW is back online under program office support and should recertify March 18 and JAI will be re-attempted.
  - o EWR is complete and waiting for a fourth technician to certify on the system. JAI is scheduled when the fourth technician certifies, hopefully by the end of March 2016.
  - o SFO is 50% complete, IOC is planned to follow the opening of their new tower, Oct 2016.
- **Runway Safety:**
  - o **Surface Memory aids:** The Document Change Proposal (DCP) to 7210.3 para. 10-1-7 requiring the use of standardized memory aids for six common tower operations will be effective May 26, 2016.
  - o 60 facilities have identified electronic **Runway Incursion Prevention Devices (RIDs)** that will have to be put through the acceptance process or removed to comply with the change. These devices are not presently accepted as part of the NAS architecture and will have to go through the Agency's SMS process, scheduled for the first week of April 2016. RIDs that are identified for inclusion in the Safety Toolbox will have to undergo additional acquisition and installation processes in accordance with Agency directives.
- **Closed Runway Occupancy Prevention Device (CROPD):** Testing is scheduled at JFK, RNO, and MDW this summer and into next year. CROPD, if proven reliable, will be the first use of voice recognition to provide safety alerts.
  - o Each facility's test will run for a few weeks after which all test equipment will be removed by the contractor, data examined by MITRE, and next steps planned.
- **Line up and Wait (LUAW):** SRMP for changes to LUAW procedures scheduled for the week of April 11, 2016.
- **Airport Construction:** The Airport Construction Advisory Council (ACAC) continues to support construction activities throughout the NAS.
  - o The RTCA Airport Construction Working Group forwarded its recommendations to the Agency in mid March, 2016.
- **Root Cause Analysis Team (RCAT):** The RCAT met March 15 in Washington , DC. The team reviewed 4 serious runway incursions and tabled discussion on two others, both under study by the NTSB.
  - o The team will review draft recommendations in the coming weeks and will forward them to NATCA when completed.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the TAMR Article 48 Representative for NATCA. Below is the report from the TAMR Project for the past month.

- The TAMR program management structure has taken on a significant change. Jeff Yarnell has been promoted to the Director of ATC Facilities and Engineering Services. Lisa Bercher is now the TAMR Program Manager. Ms. Bercher came to TAMR from NIDS and has a long history of success within the Agency. She is a different personality than Mr. Yarnell and will bring a different style to the role. NATCA has a good history working with her and we believe that the TAMR Program will continue to succeed at an unprecedented level.
- Several facilities transitioned to STARS since the last update. PCT (Potomac TRACON) completed IOC to STARS since the last update. They are not yet on Continuous Operations. The next planned event for STARS is Tuesday, March 22 at 4am and they hope to achieve continuous operations on this run. There are also had three more ARTS IIE sites transition as well: ACY (Atlantic City), CHA (Chattanooga) and GPT (Gulfport) are all now STARS facilities.
- TAMR program is comprised of:
    - o **TAMR Phase 1**. Legacy STARS facilities and Technical Refresh. Deals with software of existing STARS facilities and upgrades at those facilities to either STARS G4 or STARS G4 Elite (Once known as simply STARS) 7 of **47** complete
    - o **TAMR Phase 3 Segment 1.** ARTS IIIE facilties. Originally there were 11 there are now 3. D10, D01, SDF, NCT, SCT, A80, M98 and T75 have all transitioned to STARS and the remaining three sites will transition to STARS are 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. By the time of CFS only 2 will remain as PCT will have transitioned in Feb/Mar. (Once known as TAMR Phase 2) 9 of **11** completed IOC
    - o **TAMR Phase 3 Segment 2**. ARTS IIE and IE sites. There were 98 and there are now 78. 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 deployment schedule looks like this: **3** in 2014, **10** in 2015, **28** in 2016 (6 already complete), **32** in 2017, **15** in 2018, **10** in 2019 = **98 facilities total.** The biggest obstacle is aging infrastructure of **23** ASR-8 radars that need to be digitized. This is known as the Common Terminal Digitizer (CTD) program.
- The following are updates from the various Phases and Segments of STARS and other automation components:
- **Surveillance Update submitted by Joe Yannone-Region X**

- o <u>Removal of the "Terra Fix" at two Radars feeding C90:</u> There are numerous false beacon targets generated at two radar feeds into C90 that cannot be eliminated other than implementing the Terra Fix Removal change at those radars. These false targets are currently being masked by the C90 CARTS system. STARS has a higher standard for radar performance compared to CARTS. OR9 and DPA are the two C90-fed radars where the most amount of beacon false targets are generated. Before work could commence, a range bias was found and corrected in the ORN radar which corrected an issue with using this radar for FMA use. C90 evaluation validated that this radar fix worked and put out a change notice - effective 2/19/16 using the ORN as the primary feed for single sensor FMA/PRM procedures. On 3/15 we modified the OR9 radar to remove the terra fix and on 3/16 the DPA radar was modified. Initial analytical results are extremely promising. As a first look, we analyzed data recordings from the OR9 radar immediately after the modification for a little over 24 hours comparing that with the same time period from the previous week.

Mode	Pre-Terra Removal	Post-Terra Removal
Start Date/Time	3-8-16/1655Z	3-15-16/1655Z
Stop Date/Time	3-9-16/1840Z	3-16-16/1840Z
Total number of discrete code target reports	897,673	1,024,080
Total number of false, and possibly false, target reports	1,386	16
Percentage of false, and possibly false, target reports	0.15%	0.00%

- o Even with a 12% increase in total beacon reports, there was a **98.85%** reduction in false beacon targets! This will provide huge benefits to the transition to STARS in April.
- o **Surveillance-Automation Analysis Team (SAAT):** A new team has been stood up, headed up and sponsored by AJM-2. SAAT has been assembled to analyze terminal area surveillance and automation operations for improvements and to help address performance issues and propose solutions. Our purpose is to take a strategic look at surveillance and automation system integration and improvements, determine/validate underlying causes of operational performance issues, analyze alternatives and recommend solutions to include system design changes and changes to surveillance infrastructure, and to help transition recommended solutions to implementation. Our initial focus is on SCT issues with surveillance performance from the current radar and automation infrastructure. Additionally, a new NFL stadium is planned to be built in Inglewood which will further impact the radar-based infrastructure as evidenced by the FAA's preliminary assessment of the proposed stadium design. A combination of any of the following alternatives are under consideration: radar site changes including relocations, tower raises or

temporary systems; Wide Area Multi-Lat (WAM); STARS Fusion enhancements; and ADS-B.

- o **Common Terminal Digitizer (CTD) Testing:** The CTD is an integral part of the back end of the TAMR Segment 2 waterfall to digitize the remaining ASR-8 radars, as a STARS system only accepts a digital radar feed. In-plant DTE testing of the CTD system has completed at the Telephonics facility including regression testing of both the Sunhillo and Intersoft Electronics builds. CTD First Article shipment to WJHTC was completed on February 19, with installation and checkout completing the following week. This system will be used for onsite DTE and OTE testing. DTE is currently scheduled to commence April 19. The two keysites for the CTD are Rockford (RFD) and Roanoke (ROA). As the first keysite, RFD will also be utilized for additional "delta OTE" testing and AT User Evaluations including side-by-side comparison of the analog ASR-8 feeding the ARTS2e with the CTD-digitized ASR-8 feeding the TAMR system, this currently targeted for October of this year.

- **STARS/TAMR Phase 1 Update submitted by Jimmie White-PHL.**
  - o **Prototype Track Ball Prototype:** Track Balls are in key site at PHL and TPA. PHL trackballs are out of testing due to annoying tapping sound from one and a counter spill ruined the second. Replacements will take up to 8 weeks. TPA trackballs are going over well with the controllers with a lot of positive feed back.
  - o **S6R4 OT&E** This is the first phase of combining all Air Traffic software into one single baseline. Phase 2 will begin immediately following this test. After 3 weeks of testing, everything is on track for success. In week one, there was a type 2 (automatic fail) Discrepancy report (DR) generated on an initial tag up of data blocks on departure. When multiple radars are in competing position to start a track, sometimes the result was to paint each radars response at once, resulting in the same data block being generated separately by each radar source. The result was a super bright data block on each departure until the radar tile set priority was sorted out. The fix was implemented on 3/17 and tested on 3/18 with a pass.
  - o **S6R4 Keysite:** Software S6R4 will have to wait for key site pending it's success. Due to delays in fielding R27, which is key for R4, the key site will be delayed as well. The delay in R27 was due to pref set discrepancies that were deemed safety critical to the site. These pref set discrepancies were due to adding an additional site to the adaptation and not being accounted for. This is a lessons learned for R27 and R4 will eliminate this from ever happening again. R27 investigations has pushed national deployment almost 3 months to the right. If R4 is suitable on 3/24, expect key site activities in the first or second week of June. Due to this new key site time frame, certain key sites originally planned for, will be removed from the list. PHL was a proposed site, but due to R27 slipping and N90

approaching I.O.C., resources will be spread to thin to support PHL as key site. This is a common theme throughout all of TAMR. An action item was taken by the FAAs OSF Lead, to coordinate with all OSFs nationally to evaluate the workload on their personnel. New sites will be provided for NATCAs concurrence.

- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - o **Software Testing:** TAMR Segment 1 was involved in several lines of STARS software testing this month. S06.R4 which merges the Legacy and Elite software lines with Full G4 into a common software baseline, was conducted all month long and will wrap up March 24. While this was underway we conducted simultaneous testing of S06.R3C drop 4 and then drop 5. Both of these were must-have corrections for issues discovered during live operational testing at Potomac TRACON (PCT). S06.R3C drop 5 will be deployed operationally at PCT on March 22.
  - o **Deployments:** Southern California TRACON has continued to operate satisfactorily since S06.R3a drop 5 software was deployed on February 19. This has a significant step forward at the most trouble-plagued STARS deployment. PCT conducted a successful third live operational test of STARS on March 13, but as a risk mitigation step, software testing beyond 18 hours was deferred until March 22 when drop 5 software will be available.
- **STARS/TAMR Phase 3 Segment 2 updates submitted by Scott Robillard-K90**
  - o Greetings from TAMR3SEG2, the replacement for all ARTS IIEs and select Legacy STARS G1 and Gs systems across the NAS. Since the last update, three (3) more ARTS IIEs have been upgraded to STARS. They were:
  - o ACY 3/12/2016; supported by Scott Trafton (A90), Chris Hilbert (PHL) and Chris Falcone MDT.
  - o CHA 3/14/2016: supported by Jason Rose (D01), Anthony Loguidice (ABE) and Kyle Ness (M98)
  - o GPT 3/18/2016; supported by Bobby Faulkner (D01), Doug Peterson (D10) and Tim Poer (ABI)
    - These three achievements brings the total of STARS G4 ELITE systems in the NAS to eighteen (18). The first deployment was in ABE on 4/15/14.
  - o Other note worthy news, the FAA through TAMR3 SEG2, is partnering with the Department of Defense (DOD) to reduce the number of STARS systems in NAS by bring DoD sites under SEG2 STARS G4 ELITE platforms. This initiative will not only reduce cost, but it will eliminate automations issues between DoD and FAA facilities while increasing efficiency. The latest progression down this path was the Joint Site Survey (JSS) at FAY where three DoD Remote Towers will be reconnected to FAY after over a decade of ARTS/STARS automations issues. This initiative has already been accomplished at SAV and similar initiatives are underway at COS and HSV.

- o Work also continues at Legacy STARS Sites such as Y90, R90 and SBA on their upgrade from G1/G2 to G4 STARS ELITE. In April, the SEG2 team will be in ITH and TUL for their JSS's.
- o Looking forward, SEG2 is preparing for the next four (4) transitions from ARTS IIE to STARS at AMA on 5/2/2016, GEG on 5/7/2017, GRB on 5/16/2016 and MYR also on 5/16/2016.
- o All of these activities would not be possible with a dedicated team of well training, high achieving SMEs from all types of facilities across the nation.

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

- Due to the budget cuts of over $60M to the program from FY17-19, Final Investment Decision (FID) has slipped from March to April 20, 2016. Contract award will be given after a successful FID.
- It has been tasked to the TFDM team to find an additional $200K in additional benefits to the TFDM program due to Investment, Program and Analysis (IP&A) zeroing out the runway-balancing and departure queue management portion of the benefit analysis case from the Program Office(PO). If these additional benefits cannot be found the program is in jeopardy of moving forward.
- **Advanced Electronic Flight Strips (AEFS)**
  - o The latest build, 5.3.0.3, is expected in late May or early June. Once this build completes its field testing in CLE and EWR, it will be rolled out to the additional facilities as coordinated. The trainmen team was in SFO from 2/29-3/4 for the Operational Tryout and had a successful week. AJI approved the Final Course Conduct, the next step in validating the training, during the first week of April. Once that is completed, the training will be validated and will be used in the deployment of the system moving forward.
  - o **PHX**
    - PHX is in the process of turning off its paper strips and will run a test of that capability on April 28th. If successful, they will leave the paper printers off and rely solely on the AEFS system. This would be a monumental benchmark for the system.
    - They will then be brought up on the 5.3.0.3 build pending its release and a successful test of the system in EWR and CLE.
  - o **CLE**
    - CLE is still experiencing errors and freeze ups of the system. Some of the team members are traveling there the week of 3/21 to run diagnostics of the system in order to pinpoint the errors.
  - o **EWR**
    - Testing with the Departure Spacing Program (DSP) was successful from Fe. 22 - Mar. 3. The site, with the help of the TFDM team, has ben conducting shadow operations since the successful testing of

the DSP interface. These operations have been conducted during all hours of the day and have been successful and the facility has seen no freeze ups to date.

- Training of the facility is nearly complete and they plan on going IOC in the middle of April.

- o **SFO**
  - IOC in SFO has been moved to the summer of 2017 to allow the facility time to adjust to their new tower, which they will move to sometime in September/October.
  - The team is continuing to work with AJV (Requirements) on the SFO adaptation requests in order to more closely align with how they work traffic today.

- o **LAS**
  - A heads-down update study was conducted on Mar. 15-17 to include the TM positions.
  - IOC in LAS has been moved from September to the November/December time frame, to allow the facility time to adjust to their new tower, opening in late August. This will have the additional benefit of giving the engineers an extra two months to improve the system.

- o **CLT**
  - IOC in CLT is also planned for the December time frame. A kick-off meeting is planned with the facility and NASA on the 6th of May. At this point, no funding has been approved by NextGen so installation is at a slight risk.

- • **SWIM Visualization Tool (SVT)**
  - o The newest version of the SVT with additional filtering capabilities was deployed to the remaining 9 sites on March 4th. No updates have been received from the sites indicating the usefulness of the additional capabilities but the early reports from SCT and SDF were positive.

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 have weekly telcons with the IPTs, and we have now included the OSG Field Team to assist as SMEs.
- • The DOT IG audit team met with the TOCO Core Team on February 17th and 18th to evaluate the TOCO's efforts to assist the FAA with mitigating the impact of recent air traffic control system disruptions and with updating contingency plans. The DOT IG audit team stated it would be their recommendation that the TOCO get an extension and/or the permanent contingency office to maintain contingency plans throughout the NAS. On March 7th, the TOCO manager Tony Jenkins received word that the TOCO has been given an 18-month extension.

- The TOCO conducted a meeting on February 25th with the Administrative Services Group, Performance Analysis Team to obtain a status update on Decision Lens prioritization tool. TOCO will be using the results of the survey developed by Decision Lenz for the prioritization of ARTCC facilities to receive funding for divestment plan technical requirements. This waterfall will be viewed loosely until Site Surveys have been completed, and then modified as needed.
- TOCO conducted strategy meeting on February 26, 2016 to prepare for the Harris Corporation Meeting in Melbourne, FL. The TOCO's project manager and tech ops specialist visited Harris Corp. February 29th-March 3rd. They met with their representatives and members of FAA Technical Operations Services and the PMO.
  - o The purpose of this visit was to coordinate with Harris what it would take for FTI support of an ATC Zero event and to create properly coordinated implementation schedules. When the TOCO developed the tech ops requirements last fall, only a ROM estimate was created, assuming no circuits were *on the backbone*.
  - o The TOCO will begin Site Surveys next week, beginning with ZTL being the test site. These site surveys will validate the needed requirements and serve as a dry run for a worst-case scenario. The Site Surveys are the actual cost-estimate for requirements. Tech ops cannot develop their playbooks until after the Site Surveys.
  - o The TOCO participated in a telcon meeting on March 8th concerning the placement of the technical requirements on the Technical Operations Services "TechNet" tool to enable shared information with Harris Corp. and supporting facilities. The attendees included personnel from Technical Operations, the PMO and the Command Center.
- Members of the TOCO traveled to the Tech Center to observe the Offshore Analysis Demo of NextGen System, as we continue developing OCPs for the non-CONUS facilities (Guam, Hawaii, Anchorage, and San Juan). This demo had controllers, management and members of PASS and tech ops from each of the facilities to view ERAM adaptation. I have many concerns with the thought of implementing ERAM to these facilities:
  - o There is no physical space for the ERAM equipment at the Non-CONUS facilities.
  - o The existing equipment is non-standard and outdated compared to the NAS, and it is known that the tech ops employees at these facilities are last to get assigned currency/certification training on equipment at the end of the year, and therefore, they don't go. Someone has to be flown in to SJU to certify their equipment from the tech center. There would be a training issue to bring in ERAM. SJU is losing 4 or 5 people this year, leaving a serious shortage.
  - o There would training issues for the controllers with current staffing.

- Having the Non-CONUS facilities on the same system would definitely make upgrades easier in   the future, but there are some major obstacles.
- The memo concerning the updating of OEP/EAP orders was sent to the Directors of Air Traffic Operations and Technical Operations. It was signed on March 1st by the Vice President of Technical Operations and distributed to the field. Compliance with instructions is due in 60 days from the receipt of the memo. TOCO attended a telcon for the direction to update contingency and facility security orders OEP/EAP documents on March 11th. Bill Carver, AJT-22 HQ Ops, and all were in agreement, stopping the 60 day clock and revise. The stop was never coordinated with Vaughn Turner and Tim Arel, the signatories on the original memo that was forwarded to the field. The memo is being rewritten for clarification.
- March 15th-17th, the TOCO hosted members of the OSG Field Team. Several topics were discussed focusing on the remaining Core 30 airports and Tier 1 NAS facilities. Collectively, we wrote guides for the TRACONS, up-down facilities, and towers to create their OCPs.

WEATHER: Matt Tucker (ZTL) is NATCA's Article 48 Representative for Weather. His update for the membership is below.

- **Collaborative Aviation Weather Statement (CAWS)**
  - The CAWS went live for this convective season on March 1st. The new rules for issuance are in effect and looks like they will reduce the amount of CAWS being issued when there is no impact to the NAS or only when the CCFP is not correct. The NWS has created a validation tool to show actual weather radar playbacks against the forecasted CAWS product. This tool should help reduce extraneous CAWS and help the weather service forecasters produce a more timely and actuate product. This year the CAWS is being emphasized for only when the CCFP is not accurate the in accuracy will actually be an impact to the NAS, I.e a missed area in the plains will not require a CAWS but a missed storm in the golden triangle will require a CAWS as the impact to the NAS is greater in that area.
- **NEXTGEN Weather Processor and Common Support Services-Weather**
  - The program is planning to have two human factors teams, one for the maintenance and control functionality and one for the Aviation Weather Display (AWD). The M&C effort is being coordinated between the two prime contractors so that both company designs resemble each other to make maintenance training and controller training on the maintenance panel easier and less complex. Raytheon has hired a new human factors engineer and I gave her the ATC 101 tour of the facilities in the Boston Area to get her acquainted to the type facilities that controllers work in and the type of weather products that are used. Multiple discussions have been held to plan for the upcoming human factors meeting for the AWD.

The meeting is scheduled for the last week of April at Raytheon. The team has been names and all but the command center members have been released. The command center will be a heavy user of the AWD so their participation is very important to the program.

- o Program concerns for the NWP/CSS-WX are bandwidth issues and the agencies desire to try reducing the product availability to different types of facilities. This direction is contrary to what the requirements user groups developed and what the program has been advertising to the air traffic community. This position goes against what has been agreed to and will have to be addressed during the human factors meetings that are coming up.

- **IFATCA 55th Annual Conference**
  - o Presented a paper to Committee B on the ICAO Meteorology Panel and the work that has been assigned by the Air Navigation Commission (ANC). A couple of the topics covered by the paper where the need for accurate weather and forecasting for trajectory based operations (TBO) which are a very large part of the future air navigation requirements.
  - o Additionally discussed the need to complete testing of the standards for weather data being entered into SWIM so that decision support tools of the future have accurate and consistent data. The United States has advised ICAO already that they will not follow the standard completely as they will be leaving the remarks in the METAR and SPECI transmission due to failure to pass remarks to aircraft have been listed as a contributory to accidents by the NTSB. One of the biggest issues that is being discussed in the ICAO MET-P is the Regional Hazardous Weather Advisory Centers and lack of SIGMET and Advisory capabilities in parts of the globe. This gap in coverage in parts of the world have contributed to accidents of air transport carries.
  - o The issue with standing up new centers is the politics of allowing a country to provide a center and the actual capabilities of the center. There have been a number of discussions in the global community on what an Advisory means to the aircrew verses a SIGMET.
  - o Discussions and papers presented during committee B spanned everything from airspace to space based surveillance and commercial space impacts on the ANSP around the globe. New working papers for next years conference where discussed and some of the subjects to be worked are time based traffic management, multi sector planning, a review of a number of IFATCA policies that have been overcome by technology will be addressed, and a look at airframe bases weather reporting systems.

Dale Wright

Dale Wright
Director, Safety and Technology