

NATCA Safety & Tech Update
Week of September 26, 2016

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) is NATCA's Article 48 Representative to the AJV-7 Office. His update for this report is below.

1. Terminal Chi- The agency and NATCA have exchanged scoping document proposals. We should have a final document in the next few days.
2. EIDS- AJV-7 is continuing to build requirements. A few of the struggles are the wide variance between SAIDS displays across the NAS.
3. Advanced Interval Management (A-IM) - I attended RTCA workshop meeting 9/15/2016. The workshop was centered on using A-IM to dependent parallel runways and crossing runways. Mike Ransom from PHL gave a briefing on a test at PHL he participated in. The information received at RTCA will be used in the upcoming work on the con ops beginning in October.

NATCA, ALPA, and FAA meet to discuss the use of delegated or shared separation in the concept of pair approaches in A-IM. NATCA and ALPA voiced their position of not using delegated or shared separation. Separation responsibility remains with the controller. The agency agreed and will work to develop the tool to allow the controller to detect any separation loss.

4. Sector Enhancement- AJV-7 completed the sector enhancement prioritization process. AJV-7 and I briefed the National User Team (NUT) and ERAW on the outcome. Thank you to the NUT for working the prioritization operational scoring process.
5. QWERTY- The test for QWERTY keyboards will begin after the first of the year.
6. Offshore Precipitation Capability- The agency has developed three plans on putting this back into Miami and Houston Center. AJT will make a decision soon.

Aircraft type CAR- AJV-7 and I briefed the NUT on a possible software change. The software change would prevent non-ICAO aircraft types from being entered into ERAM. The NUT will do a use case on this proposal.

COLLABORATIVE DECISION MAKING (CDM): Kyle Andrews (ORD) is the NATCA Representative to the Surface Concept Team (SCT). Mr. Andrews forwarded the information below for the membership.

Kyle Andrews, NATCA Representative to the Surface Concept Team, participated in a SCT meeting at Charlotte airport on September 21 to view the NASA ATD2 project. Representatives from SWA, DAL, AAL, Airports Surface Efficiency Office, NASA, CLT Tower, and NextGen attended the meeting. Here is his report. The airline metric D0 has been a discussion point for years. D0 could present a cultural problem for surface metering - convincing airlines management that waiting at the gate, beyond D0, provides enough fuel, time, and emissions benefits to change the belief that there is a penalty associated with holding a push. Some sort of outreach needs to be initiated to convince the airlines that the first-come-first-serve model of taxi-out no longer is the most efficient. A concern for ATC is that the airlines try to cover both sides of this - they push at their Earliest Off Block Time to meet D0, then ask ATC to enter the movement area and hold to meet their TMA, even though they did not need to vacate the gate for an incoming aircraft.

An unintended consequence of the introduction of efficiency automation is that controllers might not develop tools and flexibility to handle the off-nominal days. For example, if a tower regularly implements a Departure Metering Program to limit the traffic volume to a ten-plane queue, and the resulting lower movement area volume becomes what controllers are used to, they might not have the tools to handle the off nominal, thirty plane queue days. There may not be a way to prevent this, but users will need to be made aware of ATC's reduced ability to adapt to extreme conditions.

An interesting point was made about customer perception. Even though the airlines might realize a certain amount of savings through surface metering, it may cause a public relations issue - passengers are happy if they are on a plane that is away from the gate slowly moving forward in a long queue toward takeoff, because they have a much higher confidence level that they will be departing some time in the near future. Conversely, a passenger sitting in the terminal, being told that the boarding of the plane will be delayed for twenty minutes, but not being told why because the typical passenger will not be well-versed in the benefits of surface metering, that will be an anxious passenger. This anxiety could be eased by customer alerts (text, social media) that informs them of the later schedule, but the customer perception that they have been delayed may be hard to mitigate (even though their plane became airborne at the same time absorbing gate wait time as it would have sitting in a long queue).

FLIGHT DATA INPUT OUTPUT (FDIO): Ron Shusterman (A90) is the FDIO Article 48 Representative. Also included in Mr. Shusterman's duties are Article 48 representation for the Electronic Flight Strip Transfer System (EFSTS). Mr. Shusterman forwarded the information below for the membership.

The following facilities will be receiving their Electronic Flight Strip Transfer System Replacement Keypad (ERK) kits next month. First round will be shipped October 4th and second round October 17th. A familiarization power point will be sent to the facility managers as an MBI.

Execute SSM - Phase 1	10/4/2016	10/17/2016
Dayton, OH	10/4/2016	10/4/2016
Detroit, MI	10/4/2016	10/4/2016
Fort Smith, AR	10/4/2016	10/4/2016
Gulfport, MS	10/4/2016	10/4/2016
Kalamazoo, MI	10/4/2016	10/4/2016
Wilkes -Barre (Scranton), PA	10/4/2016	10/4/2016
Chicago, IL	10/4/2016	10/4/2016
Jacksonville, FL	10/4/2016	10/4/2016
Memphis, TN	10/4/2016	10/4/2016
Montgomery, AL	10/17/2016	10/17/2016
Palm Beach, FL	10/17/2016	10/17/2016
Charlotte, NC	10/17/2016	10/17/2016
Lexington, KY	10/17/2016	10/17/2016

Raleigh-Durham, NC	10/17/2016	10/17/2016
Syracuse, NY	10/17/2016	10/17/2016
Tallahassee, FL	10/17/2016	10/17/2016
FL Tampa,	10/17/2016	10/17/2016
GA Atlanta,		

Phase 2 testing will be in November and Keysite will take place at MSP in January.

HUMAN PERFORMANCE: Jay Barrett (MIA) is the Article 48 Representative for Human Performance. His report is below.

Jason and I met with Terry, Steve and others in AJI 2 weeks ago and listed our obligated list of activities. I am going to deviate from my previous format of breaking out the update into the 3 prongs. The reason being, it is a very heavy list and I would like you to have the same information, plus my commentary for what we gave Biggio.

The Human Performance Team (HPT) continues in its mission to integrate and embed human performance principles into the operation in real time. While the team has grown significantly in the last year, we find ourselves needing more resources to meet the continuous challenges and requests for assistance we receive almost daily.

The following list is a portion of the current task list we have agreed to execute. The team finds itself with some heavy resource challenges. In order for us to provide assistance and the services that are so desperately needed in the field, we will be requesting 3 additional full time NATCA representatives and 3 FTE scientists to assist us in delivery the following work product.

TEAM RESOURCE MANAGEMENT

Design and development of a new TRM course at the request of Miami Tower, though this product is viewed as a tool for the HP team toolbox and could have possible national rollout potential. Also could be used to support HCF. We believe this is an essential tool in our HP toolbox. Understanding that HP concepts are not easily teachable, we would use HPT members exclusively to deliver this content in the field. Our resource need would be directly proportional to the requests from leadership and the field for deployment.

ACADEMY

Design and delivery of Human Performance Training at the Academy to include Fatigue (what it is, how to manage it etc.), Health and Wellness (how to balance life issues so they don't impact your learning or safety in your career) and Human Factors (What is HF? How can I embed HF techniques into my learning to make my chances of success greater? How can HF make me a safer controller and what techniques can I use in controlling etc.?) With the large influx of new personnel being introduced into the operation in the coming 3 years, we feel sooner rather than later development and implementation of this material is necessary in order to reach a new generation of the workforce. This work should be moved up on our priority list and would require an "all hands on deck" approach to develop and deliver ASAP. We would also insist on delivering this and that is going to require more HP professionals. I have been working very closely with Tom Adcock every time I venture into his sandbox and we have an excellent working relationship.

ATO HUMAN PERFORMANCE ROUNDTABLE

Develop a charter to coordinate HF research and activities across the ATO and provide that coordination, run the meetings, brief HF Research committees, coordinate the desired research with research organizations such as Human Factors Division in ANG-C1. Currently the HF component of NEXTGEN doesn't really get involved in the operation, or if they do they many times go around us. We want to direct this involvement from the HP office so the operation is considered earlier on in the process.

TOP 5

Provide Human Factors Support to FY17 Top 5 as well as continuing activities from FY16 and FY15.

RUNWAY SAFETY

Support to Runway Safety Call to Action Plan. AJI leadership is interested in us analyzing the HF that may be in play during runway incursions. This will require extensive field interviews and data collection using Human Factors taxonomies

instead of the blame game tactics that have resulted in little to no understanding of what is occurring.

ERC HF TRAINING

It is believed the ERCs could benefit from HF training while reviewing the ATSAP reports. This would be an educational and hands on effort to assist them in reviewing reports. I have discussed this with Steve Hanson and he is on board and believes this is a good idea. Our problem is the practicality and logistics of delivering it.

HUMAN PERFORMANCE RISKS AND MITIGATION STRATEGIES IN THE NAS

This is in the HPT business goals. Develop procedures, tools, templates and training to consistently integrate Human Performance approach to safety investigations and evaluations. Integrate Human Performance into Compliance Services and QA teamwork processes. Meeting this goal will require closely working investigations teams. This would include training on how to integrate HF principles into their investigations, accompanying them on field visits and assistance with HF analysis after data collection. These groups have been resistant to include NATCA in the past, but I am going there anyway, with Hansen's support.

HUMAN PERFORMANCE SAFETY PROMOTIONS

Align FAA human performance incident investigation tools and processes with international standards and CANSO activities. Investigate international standards for lessons learned and best practices. Conduct outreach and education detailing how human performance factors pertain to safety and investigations. This is a business goal that was handed to us by someone. At this point I am monitoring to see what it looks like.

SAFETY CULTURE

Identify and develop the methodology for ATO safety culture assessment to methodically and thoroughly understand the safety culture in the operation, the strengths to maintain and build on and the areas of risk to mitigate. Pilot test and subsequently refine the methodology for ATO safety culture assessment. Another HP business goal that just showed up on the doorstep. Much like the previous, not sure where we are going.

CANSO/HP STANDARDS OF EXCELLENCE

Support CANSO Human Performance Activities including the Human Performance Standards of Excellence working group. I'm not sure where I fit into

this. Jason has attended international meetings about this. So far nothing has dipped into the bargaining unit box, but I believe it is only a matter of time.

SRM PANELS

Support SRM Panels. We have seen a massive increase in requests to support SRM panels. Obviously I will coordinate any requests for my participation with Safety & Tech. So far ZOA's fatigue issue was the only one I was asked to participate in and was unable due to travel.

INTERNATIONAL FATIGUE SURVEY

We are building an International Survey of Air Navigation Service Providers to understand how they manage fatigue risk, how they schedule staff, how they educate staff, legal framework issues etc. Hold an international meeting/workshop in FY17 to share lessons learnt between participants. This will be a goldmine of information for us to compare what we do to the rest of the world.

FATIGUE REVIEW

Perform a wholesale review the regulations in place for Fatigue in FAA in tandem with a review of how we calculate fatigue risk and manage it/what approaches makes sense? Reduce or eliminate our reliance on utilizing the Fhz score to a more objective risk analysis that lines up with SMS processes.

HEALTH AND WELLNESS

Design an educational program to help controllers understand how external life events/stressors influence performance on the job and how these issues can be managed. We want to do an in-depth collection of stress data and research to see what if anything can inform our people in the future.

In the new AJI contract the office has been provided with 2 HF FTE and a Fatigue FTE. This will lighten the load somewhat, but I think we might be obligated for more than we can actually deliver.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) leads NATCA's efforts on the IDS-R project as the Article 48 Representative. Below is Mr. Smith's report.

There are presently two new NIDS software versions at different stages of deployment. Version 3.5.2 will be key sited during the week of September 26th at MIA with a proposed national release date of October 13. This release contains fixes to FDIO interface issues along with document interaction issues. The issues that are being experienced at various facilities when a workstation freezes during

a search of a large document (e.g. 7110.65) were preliminarily found to work. However, after NATCA was given the opportunity to deviate from the basic test procedure it was found that the document viewer could still be frozen when conducting a search for a large word or phrase such as "administration" or "wake turbulence". This was tested on the SCT database and only occurred on certain tower homepages, not all of them. While the document viewer locks up, the workstation does not. Clicking another button on the page unfreezes the viewer and the workstation remains functional. The vendor and Second Level Engineers are looking into the formatting and structure of the failed pages to look for differences from others.

Version 3.6 passed testing at the vendor's lab and was sent to Atlantic City for further regression testing where a "memory leak" issue was discovered. There were two different angles pursued to investigate the problem. First it was found that the tech center was using newer hardware that is not in the field yet. When the lab was reconfigured to simulate the NAS the test results improved. Secondly, it seems that Windows allocates memory, in Task Manager, to processes as needed but apparently does not redistribute the memory when it is no longer needed. The problem with this is that the Task Manager log will always show a maximum allocation is opposed to a timeline of usage. The test, which runs for 72 hours, was started on Friday September 23rd and won't be completed until after this update is submitted for distribution. NATCA was unofficially informed that the first eight hours of testing went well. Regardless of his memory issue the Program Office wants to install V3.6 at SCT for System Acceptance Testing and key site it at I90 on October 24th. The impact on the fixes greatly outweighs the potential memory issue. NATCA agrees with this assessment.

OSHA: Mike Odryna (ZBW) is the Chairman of NATCA's OSHA Committee. He has provided an update for the membership.

Weekly Meetings:

Continuing weekly meeting with Kathleen Edic (AJW-23) EOSH Services.

POC: (Mike Odryna)

New Orleans Lakefront Tower Mold Issues

Mike Odryna is continuing to meet with the agency regarding the on-going water and mold issues. It was determined that the concrete block making up the Base building is saturated with water. Several air scrubbers and dehumidifier have been installed. An independent CIH has been hired by the agency to oversee the remediation of the mold. FAA engineers are working on a plan to remove all the damaged sheetrock. While minor fixes are being done at this time, the major project is scheduled to begin on October 25st.

POC: (Mike Odryna, Geoff Bacci, Nichol Bell, Lawrence Pharr)

San Diego Convention

The OSHA Committee was represented by Dan Sherritt, CJ Jaques, Larry Trottni and Mike Odryna. We manned a booth and handed out T-Shirts for individuals that could answer a few OSHA questions. We also fielded numerous questions regarding OSH issues at facilities. Mike Odryna also taught two OSHA classes that focused on the IAQ PIR. The classes were well attended and the engaging conversation made the sessions very informative.

Dallas Love (DAL) Tower Mold Issues

An ongoing water intrusion issue is being investigated at DAL Tower. Several employees had voiced concerns about the IAQ at the facility that is caused by areas within the facility that have been showing signs of Water Intrusion for many years. The Agency hired an independent Certified Industrial Hygienist (CIH) to investigate. The CIH found an area within the Breakroom that showed signs of mold. Also, areas in the stairwell that appear to have been moist in the past. They also identified areas outside the tower where the chalk is failing and must be repaired. The Agency is working on a plan to move forward.

POC: (Shannon Smith, Mike Odryna)

Great Falls (GTF) Tower/TRACON Mold Issues

Shawn Kramer received reports of water continuously infiltrating the first and second floors of the facility at Fort Smith. It turned out that TechOps was aware of the problem and allowed it to continue with plans to fix it in the next fiscal year. The FACREP was instructed to immediately file a UCR. Subsequently the FAA appeared on site to initiate a short-term fix to the leaks and remove the wet sheetrock and carpet.

POC: (Shawn Kramer)

Indoor Air Quality (IAQ) MOU

With the ratification of the new Air Traffic CBA, an MOU went into effect. That MOU required the Agency to adhere to the IAQ Program Implementation Requirements (PIR). The PIR was developed collaboratively between the NATCA OSHA Committee and the Agency. This document defines actions that must be implemented when an IAQ issue arises. One of the biggest items revolved around water intrusion. As soon as a water leak occurs, the agency must ensure the area effected be completely dried within 48 hours. In the event that this cannot be accomplished, the area will be treated as a mold abatement project. The agency has begun to brief individuals that will be responsible to carry out the IAQ PIR. The SECMs in the Eastern Service Area will be briefed on Thursday September 29th and the SECMs in the Western Service area will be briefed in October.

POC (Mike Odryna)

OSH changes in the New CBA

Numerous articles have changes in the CBA that affect how OSH issues are handled and coordinated throughout the FAA. The OSHA Committee will hold a webinar in October to discuss the changes.

POC (Mike Odryna)

OSH issue reporting

If you have an OSH issue at your facility, use your normal reporting process. i.e. OCC, UCR etc. Also contact your NATCA Regional OSHA rep. The regional OSH Rep's work as liaisons between the lines of business.

If you have a concern about something occurring at your facility, you can fill out the following form to request a member of the OSHA Committee contact you to discuss your concerns.

[OSHA Committee Information Request Form](#)

Committee Membership:

We still have vacancies in both the Southwest and Great Lakes Regions.

POC: (Mike Odryna)

Standard Design Working Group for Towers

Mike Odryna attended a meeting in Chicago of the Standard Tower Design working group. This group defines standard requirements to be built into all new ATC Towers. The Five sub-groups that were formed to include, Elevator Design Issues, Fire Life Safety Bus Review, Standard Plan for Down Conductors, Elevator as 2nd Means of Egress, and HPSB Issues. The groups toured both the New ORD Tower and Chicago TRACON.

POC: (Mike Odryna, Shannon Byrnes, Annette McKinney)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout July. Minutes from the Regional OSHECCOM meetings can be found at:

[OSHECCOM KSN Site](#)

Fire Drill Requirement

All FAA employees are required to participate in a fire drill annually. Ask your local management for the status of fire drills at your facility.

POC: (Mike Odryna)

HSV (HSV) Tower/TRACON IAQ Issues

At the convention Mike Odryna was approached regarding IAQ issues at the Huntsville Facility. Then on during the week of September 19th painting was going on at the Tower. The employees voiced concerns over fumes in the Tower that lingered in to the weekend. The Agency is currently looking into the issue.

POC: (Matt Tucker, Mike Odryna, Molly Ware)

Current Facility issues being worked by the committee and others.

FAY: Fumes	OTZ FSS: Quarters Rehab
NEW: IAQ Mold	FAI/ATCT: Roof Fix and repair Tower Cab Ladder
FAI FSS: New Roof and HVAC Unit	YNG: Roof Replacement
Alaska FSS: OTZ Housing/FAI HVAC- ROOF Replacement	ARR Overall Facility Condition
GRR: Odor, ASR Contamination	PHF: Mold/IAQ
Great Lakes Regional Office: Asbestos/Construction	KET FSS-FSS Facility Rehab
NWM Regional Office: Water Quality Issues: New Regional Office Build	New NWM Regional Office Design
DAL ATC: Water intrusion and Mold	SGF Mold/IAQ
ANC ATCT: IAQ Article 53 Investigation	ZAN: Seismic Upgrade
DSM SSC Office: Comprehensive Mold Evaluation	FSM: Water Intrusion, IAQ
ANC ZAN- Seismic upgrade	SGF ATCT: HVAC Project
PHL: Water Intrusion, Mold	BGR: Facility Condition regarding maintenance follow-thru.
GTF: Mold	NWM Regional Office: Water Testing
STL Tower: Elevator	ZAN: Drinking Water Issues
Mansfield Tower: Water, Security, FLS	HSV: IAQ, Fumes

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 starting to pick up pace. PXT was taken off the air this month ahead of schedule due to issues with the Navy. PNN has also been

completed. AOH, BTL, BUY, SYO and PLB are in the final stages of the decommissioning process. In FY17 the following VORs are slated for discontinuance:

RIS
ECA
FKN
MXW
ABB
JKS
STE
DDD
ENW
HRK
HUW
HZL
DKK

All of those may or may not happen this year depending on how long it takes to mitigate current procedures and get chart dates. The team is going to meet the week after Thanksgiving to make any adjustments needed to the 17/18 waterfalls.

There will be an initial assessment briefing at Boston Center on 11/1 to discuss the VORs that are scheduled to be discontinued in that area.