

## NATCA Safety & Tech Update

Week of April 9, 2018

**ADVANCED TECHNOLOGIES & OCEANIC PROCEDURES (ATOP):** John Lenhart (ZOA) is the Article 114 Representative for Advanced Technologies & Oceanic Procedures (ATOP). Mr. Lennart's report is below:

Items worked:

- ATOP Tech Refresh 2 (TR2) Test
- ATOP Critical Failure (Short term)
- Oceanic WX Deviation Issue
- ASEPS SRM

The Third week of March the ATOP Site Leads, Second Level Engineering and ATOP Program Office met at the FAA Technical Center in New Jersey to test ATOP's TR2. The Site leads had the opportunity to use the newly negotiated physical equipment as well as run several scenarios for the three Oceanic Sites. The Leads and SME's discovered a list discrepancies including conflict processing, and system syncing. The physical equipment i.e. Mouse, backlit keyboard and monitors performed great. Second level engineering will continue to test and work on the discrepancies discovered.

While at the FAA Technical Center the ATOP Site Leads participated in a discussion in reference to ATOP Failure in reference to a short-term failure. Contingency plans for ATOP are multi-faceted and very complicated. The scope of this discussing only encompassed a failure and a system reboot within 30 minutes. The Sites gave operational inputs on what would be needed during a short-term failure and discussed the dynamics of the operation during a failure. It was a successful meeting that accomplished more in person than weeks of email/Telcon correspondence.

WX Deviations have been the hot topic for the ATOP Team since Feb of 2016. AJV84 will deliver Con ops next month and it should begin its testing at the Tech Center. WX Deviations are currently number two in priority behind ASEPS.

The ASEPS SRM was held the last week of March in New Orleans. There is still no separation Standard or procedures set for the application of Spaced Based ADS-B in the Oceanic environment which makes it hard to SRM. SASP informed the group that they should have solid numbers mid-May.

Other than the above specific subjects, the month of March we spent significant time on FDN's and problem Tickets which is an ongoing process in the ATOP world as is it for ERAM. The Site Leads are doing a terrific job collaborating with their counterparts and getting things done.

**AIR TRAFFIC REQUIREMENTS (AJV-7):** James Keith (D10) is NATCA's Article 114 Representative to the AJV-7 Office. His update for this report is below.

1. Remoter tower SRM- The SRM panel reconvened to review Next Gen's (ANG) proposal for Phase 3 of the Leesburg project. The SRM document was sent out for review April 4<sup>th</sup>. NATCA submitted three comments to the document:
  - a. The lack of regulatory authority to enforce control instructions in class G uncontrolled air space. The lack of regulatory authority to issue control instructions makes the mitigation of procedural pattern work not acceptable.
  - b. The document did not address the hazard that exist with Class G airspace reference weather. Aircraft can enter class G airspace clear of clouds and 1-mile visibility.
  - c. The proposal put forth by ANG did not address the need for voice recordings and radar play back data. The panel had little data from phase 2 due to the fact ANG did not have voice recordings and radar play back.
  - d. The first two issues NATCA submitted have been added to the SRM document. The third, lack of voice recordings and radar play back, has not been addressed by ANG.
2. Terminal CHI- The CHI team submitted their opinion on colors for electronic flight strips to TFDM.
3. STARS E2- Terminal CHI is working with this program to help shape the concepts and how the will be displayed on the scope. In the upcoming weeks Terminal CHI and Enroute CHI will get together to discuss how the fourth line data block can or will be used.
4. Enroute consoles- AJV-7 has been reviewing the need to address consoles in centers. National Voice Switch has brought the possible need to replace or modify consoles. I will report more once AJV-7 completes the analysis.
5. Long Range Radar SRM- The SRM was scheduled for first week of April. The panel was pushed to last week of May to the first week of June.

Short Range Radar SRM- This SRM is next week. The scope of the panel is to identify areas that have overlapping radar coverage and if there is any risk in removing radar sites that overlap.

**HUMAN PERFORMANCE:** Jay Barrett (MIA) is the Article 114 Representative for Human Performance. His report is below

**N90** - The implementation of training standards at N90 is hold until the fall of this year. The staffing situation is such that each area of the TRACON can only support approximately 1 person per day for

training up until the prime-time leave starts in mid-June, then essentially none. As a result, we will not be able to begin training until after the prime time leave period.

**Deployment of the Training Standards** - informal discussions have taken place, but this will ramp up next week. Consensus is that a roll out facility by facility is not ideal or desired. What a larger roll out looks like is yet to be determined.

**Visual Scanning Research** - In the process of trying to coordinate a study in support of Top 5 activities. This would be a CAMI study for tower controllers to see if we can detect patterns of commonality in scanning patterns that could then in some way be formalized and taught at the academy. We would travel to a select number of facilities with tower simulators and conduct the protocol on site.

**Performance Limits Research** - This is a research project we are working with NASA on to see if there are behavioral markers that veteran controllers exhibit when they are in a task intensive (high workload) situations. The goal of the research is to identify and then catalogue noticeable behaviors that could be compiled and used to inform controllers and supervisors on ways to preempt or mitigate high workload situations prior to them stressing the resiliency of the system.

**ATC Field Training effectiveness** - This research project is a follow on from one CAMI recently completed in surveying controllers who were unsuccessful in training. This research would dig a little deeper into factors perceived by field training teams (training managers, front-line managers (FLMs) and on-the-job training instructors (OJTIs) and developmentals as contributing to failure in ATC field qualification training. We would also like to identify best practices in training effectiveness and make recommendations of interventions for mitigating possible field training failures.

**F11** - We hope to have a functional database for use with the training standards very soon. This database will make it much easier to see how a trainee is doing graphically, track hours and timing of training team meetings and benchmark skills checks and the signing of all training forms electronically.

**Health & Wellness** PFS - This month's product will discuss the lingering physical and psychological effects of OTC medications and why there are exclusionary periods (unable to work control positions) associated with taking them.

**Fatigue** FSSC - I have been advised that the fatigue safety steering committee will no longer have a PASS participant due to the recent contract negotiations between the Agency and PASS. As such the FSSC will now be air traffic centric. AJW (tech ops) wants to create their own version of a FSSC

**NEXTGEN:** Kevin McLaughlin (SCT) is the National NextGen Representative for NATCA. His report to the membership is below.

**Nextgen Executive Board** The NextGen EB met the third week of March in DC; among the items on the Agenda were a briefing by the Nextgen Advisory Committee on the Northeast Corridor Initiative, Time, Speed, Spacing concept, and Enhanced Surveillance.

Additional topics briefed by other Agency groups included International Harmonization and ADS-B equipage shortfalls.

**Remote Offshore Meteorology Information Demonstration (ROMIO)** The ROMIO program is an effort to bring real time long-range modeling and depiction of oceanic convective weather into the cockpit. NATCA participates in Workgroup bi-weekly meetings. The re-scheduled March 2017 launch date has slipped due to delayed vendor data agreements. NATCA was key in resolving issues that had delayed delivery of the web-based viewer that will enable PC display of ROMIO equipped tracks in the Oceanic Areas. Additionally, the 3 participant air carriers have proceeded at different rates with pilot training and equipage. As of last week, Delta completed pilot training with 230 ROMIO certified Check Airmen. Currently, late April looks like the likely launch window.

**Space Integration Enhancements Field Outreach** Led by AJV-7, the purpose of this workgroup is to assess the current analogue state of FAA Space Tools and how to leverage Agency work to update to develop ATO capabilities, services, systems and procedures to more efficiently integrate space operations into the NAS. The Workgroup has been paused while data generated by previous meetings is assessed.

**Joint Space Operations Group (JSpOG)** NATCA continues to participate in the bi-weekly meetings of this ATCSCC based Ops group. The JSpOG is the primary FAA operational interface with the Commercial Space Industry for LOA creation and launch/recovery support activities. The JSpOG currently is in the process of negotiating or implementing 30 LOAs for active or proposed Spaceports throughout the NAS. The JSpOG supported numerous Launch and Recovery events this month, including providing the Airspace Management Plan for the Astra L-10 rocket launch. The launch was from the Pacific Spaceport Complex Alaska (PSCA) located at Narrow Cape, Kodiak Island, Alaska.

**Commercial Space Integration Team (CSIT)** The Commercial Space Integration Team (CSIT) latest monthly meeting occurred on April 27th. Topics on the Agenda included Falcon 9 Heavy Launch and Recovery review, Captive Carry Safety Panel Update, Airspace Access Priorities Aviation Rulemaking Committee (ARC) activities, Spaceport Categorization ARC activities, and Regulatory Streamlining ARC activities. Mark Prestrude represents NATCA at the ARC meetings.

**Collaborative Steering Group (CSG)** NATCA continues to participate in the monthly leadership meetings of the CDM effort. The CSG consists of representatives from various industry stakeholders including the airlines and NBAA. CSG delegates and oversees the work of multiple CDM sub-teams on which NATCA participates.

**NASA Airspace Operations and Safety Program (AOSP)** NASA will host the AOSP technology workshop next week at NASA Ames Research Center. I will provide a recap of these activities next update cycle.

**NAS VOICE SWITCH (NVS):** Jon Shedden (ZFW) represents the NATCA membership as their Article 114 Representative to the NVS project. His report is below.

The **NAS Voice System (NVS)** schedule has officially slipped. The FAA and Harris continue to work on a new schedule. The detailed schedule is expected around the April time frame.

Mr. Shedden is traveling to the MMAC in OKC March 26th-30th to assist with the OKC software install on the primary and backup systems.

**Next Generation Air-Ground Communication (NEXCOM)** continues deployment of new CM300/350 V2 radios to terminal facilities across the country. Some terminal facilities in the NAS using very old radios hear a pop back or "squelch tail" when they release their transmitters. The new radios being deployed under NEXCOM Segment 2 do not have this "feature" as the squelch tail is generally regarded as undesirable in radio communications. This issue has cropped up twice now during deployment and the program office should brief future affected facilities prior to install.

**NAS Voice Recorder Program (NVRP)** is the replacement for existing NAS voice recorders (DALR, DALR2, DVRS, DVR2). The Program Office presented to the JRC and received approval to proceed to Final Investment Analysis, leading up to the Final Investment Decision. Final Investment Decision will be in February 2019. Key site for NVRP will be Seattle Center in the 2020. A Safety Risk Management Panel is scheduled for April 12th.

NVRP is currently in the source evaluation phase.

**Grand Rapids Tower/TRACON (GRR)** is reporting multiple issues with their aging voice switch. There's one outstanding issue where a RADAR site is causing interference in the Tower Cab. That issue continues to be worked.

The **Tone Mitigation National Workgroup** met in September 2017 to discuss potential mitigations to the number and severity of tone/noise events across the NAS. This workgroup kicked off largely because of the number of tone/noise events occurring at PCT. One of the outcomes from these meetings was exploring the use of new headset bases which incorporate an active limiter. The FAA is currently in the process of procuring these new headset bases. Another outcome was the investigation into and possible mitigations for the various causes of tone/noise events. AJW-173 in Oklahoma City continues to work with PCT to identify causes and implement solutions, with the additional goal of providing guidance and best practices nationwide.

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

**3900.19C** Following the INI briefing held in May on the new Draft revision to Order 3900.19. NATCA is coordinating with the Agency to develop collaborative groups to develop OSH Programs for all LOBs and Staff Offices. POC: (Dominic Petrelli, Mike Odryna, Ryan Smith, Dean Iacopelli, Phil Barbarello, Grant Mulkey)

**New Orleans Lakefront Tower Mold Issues** The remediation of the Mold and Build back have been completed. Some issues are still being resolved with hopes of completion in the near future. A new HVAC system is in the design process. The design should be completed ASAP. POC: (Mike Odryna, Geoff Bacci, Kristina Williams, Deb Stewart)

**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](#)

**OSHA Committee Webinar:** The OSHA Committee held another in a string of webinars last Month regarding Drinking Water. These webinars will continue.

The next 3 webinars will be scheduled shortly. The topics will be:

Asbestos in buildings – What material can contain asbestos based on building age

Temperature and Humidity – How it affects comfort and humidity.

Building Cleanliness -- Understanding who is responsible to do what, where and when. POC: (Mike Odryna)

**Committee Membership:** We still have a vacancy Great Lakes Region. POC: (Mike Odryna)

**Several ATCT Housekeeping Issues** The Agency along with NATCA are continuing to work towards a strategy to ensure the cleaning requirements set forth in the janitorial contract and TechOps requirements for equipment cleaning are adhered to. If you have questions regarding the janitorial contract regarding your facility, ask your manager for a copy. You can also request a copy through your local OSHECCOM. We will be holding a webinar on this topic in the near future. POC: (CJ Jacques, Mike Odryna)

**New OSHA 6008 training** The Agency sent out an email stating that the new OSHA6008 course is a direct replacement to the OSHA6000 requirement for OSHECCOM Members. The National OSHECCOM has now agreed to this training. POC: (Mike Odryna, Dominic Petrelli, Larry Trottni)

**Regional OSHECCOMs** The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout December and January in all the Legacy Regions. Minutes from the Regional OSHECCOM meetings can be found at:

[OSHECCOM KSN Site](#)

**NATCA Rep. OSHA Training** Mike Odryna met with the agency to update NATCA Rep training requirements and offerings. While the current training list is still valid, an updated list of training available for all NATCA OSH Reps will be available ASAP. For **ining** a list of approved training send an email to [OSHA@NATCA.NET](mailto:OSHA@NATCA.NET) POC: (Mike Odryna, Dominic Petrelli)

**ATC-0 Determination** ATC-0 declaration at an Air Traffic facility is the responsibility of AT Management/CIC not TechOps. Example: If the Fire Alarm activates, ATC-0 should be declared immediately and Evacuation procedures started. If it is found that the alarm activated erroneously and an all-clear is given, ATC-0 can be cancelled.

The safety of Air Traffic Employees is the direct responsibility of Air Traffic management, not TechOps.  
 POC: (Mike Odryna)

**Public Access Defibrillator Program** On May 1<sup>st</sup>, a new PAD Program subcontractor was contracted to replace Emergency University. Information on the new Contractor, Website and Training is available at:

[https://employees.faa.gov/org/linebusiness/ato/operations/technical\\_operations/atc\\_facilities/eosh\\_services/osh/faid/](https://employees.faa.gov/org/linebusiness/ato/operations/technical_operations/atc_facilities/eosh_services/osh/faid/)

POC: (Mike Odryna)

**Current Facility issues being worked by the committee and others.**

FAY: Fumes	NEW: IAQ Mold Build back, New HVAC
PAQ: Asbestos	CMI: Roof Replacement, Mold Remediation
GRR: Odor, ASR Contamination	ARR: Overall Facility Condition
NWM Regional Office: New Facility Walkthrough and Move in	PHF: Mold/IAQ
HSV: IAQ, Fumes	FSM: Water Intrusion, IAQ
DSM SSC Office: Comprehensive Mold Evaluation	SGF ATCT: HVAC Project
GTF: Mold	Nome: Asbestos in the floor tile Mastic, REHAB
CRP: IAQ	PTK: Mold Remediation
DTW: IAQ Investigation	Tallahassee: Water Leaks
JNU: REHAB Issues	PHL: Overall House Keeping, Rodents
ABE: Overall House Keeping, Flies	BRW: Ongoing REHAB, Mold, Open Walls, Broken Walkway
MFD: Mold Remediation	KTN: Facility REHAB
PIA: Water Mold	Minneapolis TRACON: OSHA Inspection
FMY: IAQ, Roof Project	OMA: water intrusion, mold, window replacement
AUS: Fire Alarm Issues	LEB: Water Quality
GSO: Water Intrusion	LAX: Mold & Water intrusion Issues
LGA: Siding, Contingency Planning	RSW: Water Intrusion
DSM: Cab Roof Water Intrusion	LIT: Mold Remediation

KET FSS: Facility REHAB	AVP: Broken Water Main
DWH: Failed Water Test	PUB: Breakroom build
CRP: Failed Water Test	MDT: Flies
Great Lakes Regional Office: Asbestos removal, Water testing	MIA: Lead in water
F11: Asbestos Floor Tile Abatement	MYR: Improper Wiring
DLH: Mold	MFD: Mold
ZHU: Water Intrusion	CLE: Water issues from Condensation

**WEATHER:** Matt Tucker (ZTL) is NATCA's Article 114 Representative for Weather. His update for the membership is below.

**San Juan CERAP Weather Radar** On Sep 20<sup>th</sup> 2017 Hurricane Maria destroyed the NEXRAD on Puerto Rico. This left ZSU with no weather on the enroute side and only ASR 8 weather on the terminal side which is a substandard weather product. With the help of a very persistent Tech Ops specialist, a temporary solution was developed with the help of the National Weather Service Radar Operations Center in Norman Oklahoma, Harris Corp, Unisys, and the Weather and Radar Processor second level engineering group from the Tech Center. A couple of products were found in the Terminal Doppler Weather Radar (TDWR) which is used for wind-shear and microburst detection at San Juan International Airport. The products enabled the team to create a mosaic from the long- range scan and the short-range scans to be used on Micro-EARTS. This product has some limitations due to beam blockage from terrain and a slightly shorter range than the NEXRAD. The team went to Harris to validate the product in the lab and then deployed to San Juan for 2 weeks to test the mosaic in the equipment room and then deployed the mosaic to MEARTS. While testing was on going, we trained the facility on the differences between NEXRAD and the TDWR and managed to train 95% of the controllers prior to going live with the mosaic. ZSU went live with TDWR on MEARTS a first anywhere in the NAS exactly six months to the day that Hurricane Maria destroyed most of the island infrastructure and the NEXRAD.