

NATCA Safety & Tech Update
Week of August 27, 2018

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.

August 2018

1. STARS E2- The terminal CHI team is continuing bi-weekly meetings working out details on high level requirements. The team went to Boston first week of August to see some on the glass concepts.
2. ERAW- Attend monthly ERAW meeting.
3. AJV-7 is being tasked to do another prioritization on ERAM sector enhancement. The purpose is to include DATA COMM speed capabilities.
4. Collaborative Air Traffic Management Technologies (CATM) Work Package 5- AJV-7 is working on Constraint Prediction and Monitoring Alerting tools. The initial SRM was done on these capabilities and the SRMD will be available for review in the upcoming weeks.
5. Weather on the glass- AJV-7 has confirmed the need and will be briefing to the directors in the upcoming weeks.
6. Terminal CHI- The team is involved in TFDM development and STARS E2. A conversation from TAMR is developing a need to look at additional color availability. Will be meeting with TAMR group next month to discuss colors.

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

Human Factors Activities

Research Activities - The Human Performance envelope research has been coordinated through NATCA and Agency LR. We are in process of coordinating facilities this next week. The goal is to visit 1 center, 1 TRACON and 1 Tower. We will be interviewing approximately 20 controllers and FLMs with the intent of collecting data on what types of behaviors and actions controllers exhibit when they are getting busy and reaching the outer limits of their performance envelope.

The tower visual scanning research has been coordinated through NATCA and Agency LR. We will be visiting 3 or 4 facilities with tower simulators. We will be using 4 controllers at each facility and running local facility simulations. We will be using eye tracking equipment and observation to attempt to catalogue visual scanning patterns that experienced CPCs utilize when working in the tower cab environment. We are in process of coordinating with the facilities we hope to visit.

The field training effectiveness study is in the beginning stages of coordination through LR. This study will involve a survey of OJTIs, CPC-ITs, FLMs and developmentals. We hope to collect data and look for trends that can help explain why employees graduate through the academy but do not become successful in the field. we hope to visit 2 facilities in each option, one with high success rates and one with low success rates.

N90 - Starting Sept 10, we will be doing a one day training workshop for all the controllers and FLMs. The focus will be on learning and teaching strategies, teamwork, professionalism as it pertains to training and linear instruction. The facility has started receiving new hires who have graduated from TETRA and the intent is to prepare the facility for training no experience new hires.

F11 - Starting Sept 4, we will be doing reset workshops for FLMs and OJTIs. The rollout of the certification standards did not go smoothly for a myriad of reasons and it has been decided to adjust the implementation plan, retrain everyone on use of the certification/training standards and give it another shot.

Training standards second facility pilot - we are in discussion with AJI-2 to select a second facility to test the certification standards. We are leaning toward a facility with a slightly lower success rate and that possibly will be receiving academy grads.

Human Performance at the academy - we are working on finalizing modules that will be taught at the academy to new hires as well as instruction for instructors. It was determined that the SAIC contract instructors working in the labs could benefit from many of the techniques and knowledge we have been using in Orlando and New York TRACONs. The details of how the training will take place is still be negotiated, but will more than likely take place in OKC.

Health & Wellness

The agency is looking into hiring a PhD level person to head up the health and wellness initiatives. I do not expect any real movement on this until after the beginning of the new fiscal year.

Fatigue

The Agency sleep scientist has been on extended leave and as a result there have been no activities.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) leads NATCA's efforts on the IDS-R project as the Article 114 Representative. Below is Mr. Smith's report.

ATOMS/OPAS - Agency conducting multiple internal meetings per week to get a new contractor (Karsun) up to speed on legacy information. Received weekly updates from counterpart on progress.

WMT - Worked extensively with agency to identify and correct issues with integration of MyAccess, including in person meeting to collaborate on fix for View Only mode. Testing continues to ensure smooth migration.

The MyAccess team has been working to correct several issues, forcing the planned migration to be delayed until mid-September. Once changes are completed WMT will again be extensively tested.

CRU/A-SISO - Nothing to report on CRU. The agency has expressed interest in resuming installations of A-SISO, but nothing official has been received.

Worked with agency to conduct several audits of CRU data.

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

One of the primary medium term goals for the NextGen Representative has been to advance the state of collaboration between NATCA and NASA. The White House Office of Technology and the Office of Management and Budget have targeted NASA for substantial increases in budget appropriation levels. Although there are numerous competing projects for these resources, significant funds should find their way to air traffic technology research such as trajectory based separation and interval management. With these increased funding levels, the importance of NASA as a collaborative partner increases as well. There are 10 NASA field centers, which provide leadership for and execution of NASA's work. These field centers are: Ames (Research), Armstrong (Flight Research), Glenn (Research), Goddard (Space Flight), JPL (Space Flight), Johnson

(Space), Kennedy (Space), Langley (Research), Marshall (Space Flight), Stennis (Space). The majority of ATC related research takes place at NASA Ames and NASA Langley. NATCA has enjoyed a healthy collaborative relationship with the research and program management team at Ames, especially on the ATD-2 project. However, as the scope and depth of NASA ATC research and development deepens, it is critical that the NATCA/NASA collaborative relationship deepens also. With that goal in mind, I have met with John A. Cavalowski, Director-Airspace Operations and Safety Programs and Akbar Sultan-Deputy Director Airspace Operations. These meetings have been extremely positive with NASA very willing to embrace a deeper collaborative relationship going forward. We are working towards a visit to NASA Langley for the National Article 48 Reps and additional meetings between Jim Ullman, NATCA Director of Safety and Technology, and NASA Directors of Aeronautics, and other related programs. Additionally, NASA has expressed an interest in participating in Communicating For Safety 2017. In support of this effort, on August 1-4, I will be traveling to NASA Ames to participate in the Airline Operations Workshop (AOW). Both Industry and FAA attend the AOW and without this renewed emphasis on the NATCA/NASA relationship we would not be represented at this important gathering. Among the technologies showcased at the AOW are: Traffic Aware Strategic Aircrew Requests (TASAR), Flight Awareness Collaboration Tool (FACT), and Four Dimensional Trajectory based Separation, among others.

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 regarding the new Draft revision to Order 3900.19. NATCA is coordinating with the Agency to develop collaborative groups charged with developing OSH Programs for all LOBs and Staff Offices.

POC: (Mike Odryna, Ryan Smith, Dean Iacopelli, 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, 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 you 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 6005:

Last week (July 16-20) an OSHA 6005 class was held in the Eastern Service Area. 11 NATCA reps attended. The FAA has scheduled an OSHA6005 class for the Western Service area (August 27-30). The Central Service Area will be scheduling classes prior to October 1st.

POC: (Mike Odryna)

Several ATCT have Housekeeping concerns

The Agency along with NATCA are continuing to work towards a strategy to ensure the cleaning requirements set forth in the janitorial contracts 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)

Hearing Conservation Program (HCP) SOP

The Agency briefed NATCA on a proposed HCP SOP. After reviewing all the documentation, we responded with suggested edits and questions for clarification.

POC: (CJ Jacques, Mike Odryna, Dominic Petrelli, Nicole Vitale)

Regional OSHECCOMs

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

[OSHECCOM KSN Site](#)

Peoria Tower (PIA)

Peoria Tower has numerous IAQ and Asbestos issues. We are working with the Agency to develop a short-term and long-term strategy to solve the issues.

POC: (Mike Odryna, Drew MacQueen)

NATCA Rep. OSHA Training

Mike Odryna met with the ATO 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 a list of approved training send an email to OSHA@NATCA.NET

POC: (Mike Odryna, Dominic Petrelli)

ATC-0 Determination

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

If your facility needs PAD training, follow this link to request a training class.

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, tower Closure
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, Overall facility condition	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: IAQ, Fire Alarm System	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

PROFESSIONAL STANDARDS: Andy Marosvari (BOI) is the Chairman for NATCA National Professional Standards. Garth Koleszar (ZLA) and Josh Cooper (SCT) are members of the National Professional Standards committee. Their report is below

The Professional Standards program is in its 8th year and continues to have a positive impact on the professionalism of controllers nationwide. The program has about 530 active members, with a total of over 820 trained to serve as committee members representing every facility in the National Airspace System. Committee members receive training on communication skills and conflict resolution during a 3-day course taught by NATCA. We have 2 upcoming classes on the schedule: at SCT Sept 5-7, and at MSP Sept 25-27. We have one additional class for our District Chairpersons; this will be held in DC Sept 11-14 and cover the implementation of the RESPECT initiative along with restructuring of the PS program.

To date, the Professional Standards program has received 2,762 submissions with 90% of those being resolved. That's 2,491 issues that NATCA was able to resolve the issue at the lowest level, peer to peer, without management involvement in the outcome. Approximately 70% of those cases are submitted by management, demonstrating the FAA's belief that the peer to peer method used by the program is working. The recidivism rate is very low, indicating

that the one on one discussions between committee members and controllers has a long-lasting, positive effect on the safety of the system and the professionalism of our controllers.

We now have an active PS tab on the NATCA website. It covers information for FacReps, Members, and PS members, with contact information for all active Professional Standards Committee member and District chairpersons. We also have a link to email us directly. Please take a moment and check it out!

If you have any questions about the Professional Standards Program, please don't hesitate to contact any of the NATCA National Professional Standards committee members at ps@natca.net.

RUNWAY SAFETY: Bridget Singratanakul (Gee) (DFW) is NATCA's Runway Safety Action Team (RSAT) Representative. She also serves as the Article 114 Representative to the Runway Status Lights (RWSL) Program. Below is her report to the membership.

Runway Status Lights (RWSL):

ORD: Being conducted in three phases: Phase 1, Runway 10L/28R, was turned online April 27, 2016. Phase 2 and 3 are scheduled to come online 2017.

Phase 2 (10C Enhancement) –IOC (Initial Operating Capability) was completed on May 3, 2018. Pre-JAI meeting held the week of 6/11/18. JAI scheduled for mid-July 2018.

Phase 3 (9R Enhancement) – 9R Enhancement – Construction to begin by December 2018. IOC target for June 2019.

BOS:

Phase 2: Lighting computer replaced. JAI scheduled for August 2018 and ORD for September 2019.

BOS Phase 4: Bids are due Aug 2018. Cabling to start on Runway 15R Takeoff Hold Lights (THL). Shadow operations are scheduled for November 2018. Phase 4 operational December 2018.

DFW: Shadow Operations was conducted on the West airfield 3/6-3/8. IOC for the west side of the complex was on 3/22/18. The construction for the East airfield is ongoing. Both the west side and east side of the airfield will be Commissioned together.

San Diego: Construction is almost complete. IOC estimated October 2018.

Runway Safety:

ASDE-X Taxiway Arrival Prediction (ATAP) - In 2017, the FAA developed an ASDE-X enhancement that alerts when an aircraft is aligned with a taxiway. There is a National Workgroup working on getting the ATAP to all viable ASDE-X sites. ASDE-X Taxiway Arrival Prediction is a technology aid for controllers to assist in mitigating events in which an aircraft lines up with a taxiway on arrival. Attached is a copy of the waterfall (8 facilities for FY18Q4, 6 facilities for FY19Q1, etc.). The waterfall is very aggressive and will compose the majority of my time in order to accomplish.

The following locations are scheduled to receive the Taxiway Arrival Prediction enhancement in Q4 of FY2018: ATL, BDL, BOS, CLT, DFW, MDW, PHL, and STL. The target implementation for these sites is September 30, 2018. The CWG has been formed to oversee the process of enabling this enhancement of which I am the co-lead. CWG members will provide each facility with a checklist of necessary steps, walk you through the information and data pertinent to your operation, and assist with local training and the local SRM.

Runway Incursion Prevention Shortfall Analysis (RIPSA)- Tentatively TUS, SAT, DAB have been selected as potential site locations. A new market survey should be out within a few weeks. More information to follow once this market survey is finalized. The market survey has been completed. We have also completed demos and a question and answer period with each company. There has not been a decision made on which technologies to go with at this time. We are also in the process of additional data collection with the 3 sites. Meetings are ongoing to determine the best viable locations for enhancements on the field.

- Commence test system(s) installation at test site(s) – Q2FY19
- Complete test system(s) installation at test site(s) – Q3/Q4FY19
- Commence testing and evaluation process – FY20

Surface Safety Group (SSG) – The last SSG meeting was conducted on July 9 -13. At this meeting, we received updates from the 3 subgroups which includes the Data Analysis Team, SSIT, and Outreach/Education. We also worked on the 2016 SRM Action Items and the Call 2 Action items that are currently yet to be completed. On the items that have yet to be completed we went thru a process of determining next steps/work plan in order to show those items completed.

The SSG initially reviewed 2 full years of data (FY 2016/2017) of category A/B/C runway incursion data. In each meeting, we review

the last quarters Causal/Contributing factors for Operational Incidents (OIs), Pilot Deviations (PDs), and Vehicle/Pedestrian Deviations (VPDs).

Surface Safety Campaign – Thru PFS, Runway Safety will begin a Surface Safety Campaign with a kickoff in the near future. This campaign will help bring controller awareness to the trending surface safety events in the NAS. One of my continued goals is to get more information to the field, and this is one of the techniques to do so. Surface Watch is a recognition program developed for the Surface Safety Campaign. Surface Watch will allow for an opportunity to bring additional awareness as well as recognition for good work in the field.

Surface Watch – Together, NATCA and the FAA developed a recognition program to acknowledge individuals and teams of controllers and supervisors for their exemplary saves and initiatives that focus on surface safety.

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

Common Support Services-Weather (CSS-WX)

CSS-WX has continued to conduct site surveys at ZME, ZLA, and L30. Harris is taking some time off of conducting site surveys to focus on key site installations at ZTL, ZLC, ZOA, A80, and S56. The installations are taking place over the next few weeks with operational testing to start soon after. CSS-WX is being rolled out in phases. The first phase of CSS-WX will not impact air traffic as the only change will be where the model data for ERAM, ATOP, EDST, and TBFM come from. Right now, the model data is provided by WARP as a pass through and CSS-WX will do the same thing. WARP will still generate the precipitation mosaics to ERAM and drive the briefing terminals in the areas. This will stay in place until NWP is installed about a year later. Once this is accomplished WARP, ITWS, and CIWS will be decommissioned. The next phase will bring in more of the NWS data so that when NWP deploys it will be able to process and parse the data down to the TRACON and tower level. The system is scheduled for full deployment in late 2020 and will be fully functional when NWP finishes deployment in late 2021.

NEXTGEN Weather Processor (NWP)

NWP is finished build 5 of 6 builds in September and will be conducting Functional Quality Testing on Build 4 in September and October. One of the key issues during testing is that the Human Factors workgroup has asked for a number of changes to the system

and those have not been completed yet. There is a possible plan to take one of the team working on the Aviation Weather Display (AWD) and dedicate that team for a month to making all the changes that have been asked for. This process will entail approving the changes daily instead of waiting for a build or sprint to be completed and demonstrated to the HF team. Once this has been completed the team will be able to complete phase one of the Factory Acceptance Test (FAT). The Aviation Weather display will be replacing all WARP briefing terminals, ITWS, and CIWS. The system will allow all of the products that were used in the legacy systems to be accessed in one display. The system is also capable of dual monitor configuration so in facilities that have slaved extra monitors off of ITWS or CIWS will be able to have fully adaptable displays instead of having everyone watching the same information. Key site installation is scheduled for fall of 2019 to early calendar year 2020.

Automated Surface Observing System (ASOS)

ASOS is undergoing an operating system rehost from DOS to Linux. Part of the rehost will be going through the requirements that the National Weather Service put in place in the late 80's. If any LAWRS controllers have suggestions or items that they see on the current ASOS operator input device (OID) that need to be eliminated or added for better functionality please email me at Weather@natca.net.