

NATCA Safety & Tech Update
Week of August 8, 2016

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.

Due to RECAT, Electronic Flight Strip Transfer System (EFSTS) software has to be updated which has delayed the deployment of the EFSTS Replacement Keypad (ERK). New keypads for phase one facilities will be shipped beginning in early October. A familiarization power point presentation has been developed and will be sent out to the facilities prior to the ERK. Key site for phase two will occur in January.

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-A) 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 will begin on September 1st.

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

Establishment OSHECCOMs

All facilities must be covered by an Establishment OSHECCOM and they are required to meet at least quarterly. Establishment committees are used to discuss facility specific safety issues. If any issues cannot be resolved at the establishment level, the issue would then be forwarded to the Regional Committee.

If you have any questions on how to set one up, please contact your NATCA Regional OSHA Rep. The current NATCA Regional OSHA committee list can be found here:

<http://www.natca.net/index.php/OSHA-home>

OSHA 6000

If you have recently been appointed to your Facilities' Establishment OSHECCOM, you are required to take an OSHA 6000 class within 6 months. The Agency is offering OSHA6000 classes in all 3 Service Areas. If interested, please contact you regional OSHA Rep. or send an email to OSHA@NATCA.NET requesting information.

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](#)

Committee Membership:

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

POC: (Mike Odryna)

Reprisal Order has been signed:

NATCA still waiting for the agency to finalize the required training and publish it in ELMS

The following e-mail address and phone number can be used by anybody to report any accusations of reprisal.

By Email: OSHReprisalReports@FAA.GOV or by Phone: (866) 276-5908

POC: (Mike Odryna, Dominic Petrelli, and Nicole Vitale)

Standard Design Working Group for Towers

Mike Odryna attended, via telecom, the Standard Design working group. This group defines standard requirements to be built into all new ATC Towers. Five sub-groups 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 are planning to meet Face-to-Face in Chicago this coming September.

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)

Current Facility issues being worked by the committee and others.

FAY: Fumes	OTZ FSS: Quarters Rehab
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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
ANC ATCT: IAQ Article 53 Investigation	SGF Mold/IAQ
DSM SSC Office: Comprehensive Mold Evaluation	ZAN: Seismic Upgrade
ANC ZAN- Seismic upgrade	FSM: Water Intrusion, IAQ
PHL: Water Intrusion, Mold	SGF ATCT: HVAC Project
GTF: Mold	TPA: Tower glass replacement
STL Tower: Elevator	NWM Regional Office: Water Testing
Mansfield Tower: Water, Security, FLS	ZAN: Drinking Water Issues

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the Article 48 Representative for TBFM. His report to the membership is below.

The week of July 11, 2016, TBFM Ops Team members were at ZKC for a GIM-s kickoff meeting and shadowing. We also had members at MITRE for a Path Stretch Demonstration. The members at the Path Stretch demo stated that they like the concept presented as an improvement to TBFM. However, there are CHI issues that need to be resolved.

Our planned events for the week of July 18th were delayed due to SWAP season.

The week of July 25th, a couple of Ops Team members and I attended a Terminal Spacing and Sequencing-Interval Management (TSAS-IM) meeting at MITRE. This meeting was the second of three planned meetings to get this effort ready for HITLs. The presentation at this event was much better than the last activity about two months ago. The objective is to evaluate whether interval management can be used as an enhancement and/or in addition to TSAS. We are planning on having the third event in October 2016. In

addition, we attended a TSAS meeting at Engility to work on TBFM command and control issues that are likely to become an issue when the TRACONS begin using the TBFM schedule in support of TSAS. Currently, the Program Office has a requirement that TSAS tools need to be available for fifty aircraft in the TRACON environment. We have told the Program Office that fifty is not enough. We are still working this issue. We are also having further discussions about where the TSAS tools are visible to the receiving controller. We would like the tools to be available when the handoff is initiated from the center to the TRACON. However, we are being told that the tools may not be available until the aircraft reaches the meter fix, which is just outside the TRACON boundary. We are still trying to resolve this issue also.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Aaron Rose (NCT) is the TAMR Article 48 Representative for NATCA. Below is the report from the TAMR Project for the past month

On July 12th Mr. Rose attended two meetings in San Diego, CA. Southern California TRACON (SCT) is contending with STARs issues. Most reports from the operation deal with RADAR coverage. Eric Labardini (SBS Art 48) will be updating the issues in his report but there is good news coming from the NFL stadium committee and also FAA Engineering Services reference a RADAR tower rise at Long Beach for LAX finals coverage and Wide Area Multilat (WAM) virtual RADAR. In addition to a tower raise at Long Beach, SCT will soon be receiving Naval Air Station North Island (NZY) ASR-11 RADAR feed to improve coverage on the San Diego Lindbergh Field finals. Matt Morter (NATCA SCT) joined Mr. Rose at NZY for a meeting with Naval Air Traffic to discuss improving automation between SCT and NZY. NZY has never had the ability to handoff or point out through automation with SCT. Mr. Morter spoke with Naval OSF specialist and we have started to move in the right direction. By changing a few parameters within STARs NZY will receive flight plan information, which will be new and increase the efficiency of the operation at both NZY and SCT. We are discussing a path forward for automated handoffs. This is an issue throughout the NAS with DoD facilities.

TAMR is working an issue at Phoenix TRACON (P50) dealing with their upgrade to G4 processors. The facility has to add two power junction boxes, but that requires a shut down of equipment. Every Thursday a telcon is held to discuss the availability of equipment that will keep both the TRACON and Tower operating. I am happy to report we have a way forward where both facilities will receive RADAR and communications during the outage. Coordination is still ongoing in reference to dates but a huge hurdle has been overcome. Thank you Jimmie White (NATCA PHL) for staying on top of this issue.

Congratulations to Tallahassee (TLH) and Fairbanks (FAI) for their Initial Operating Condition (IOC). Both facilities are now using STARS. Welcome to the family. I would like to point out the incredible flexibility of all NATCA Brothers and Sisters in the transition at TLH. This was one of the more difficult sites due to power issues as well as RADAR issues. A lightning strike at the RADAR site three days before IOC made the obstacles TAMR usually face in a transition tenfold. FAI was smooth but no less challenging. Rachel Lamont (NATCA Pacific OSF) did an outstanding job with adaptation and was onsite to correct any issues prior to and after IOC.

Mr. Rose and Eric Labardini are working a pressing issue at Centennial Tower (APA) in Colorado. The tower, since Denver TRACON (D01) started using fusion RADAR, has seen an increase in false targets and duplicate targets. It has been decided to do a tilt study on the Parker long range RADAR, which is the cause of the issues. Unfortunately engineering services had to call in Environmental and Occupational Safety and Health (EOSH) to investigate the pedestal the RADAR sits upon. It was deemed not safe to climb but EOSH believes they can provide a safe climbing environment. The tilt study will be conducted the week of Aug 22. The short-term solution is to once again change adaptation, which Randy Garcia (NATCA Denver OSF) will be testing with the help of D01 and APA.

Chicago TRACON (C90) since the transition to STARS has had some problems with conflict alert (CA) and missing strips. The missing strip issue has been resolved and the TAMR PO and NATCA are working the CA issue as fast as possible. Mr. Rose will be traveling to C90 on Aug 8 to meet with NATCA and management.

New York Tracon (N90) is full steam ahead when it comes to STARS. AT Coach remains an issue but two fixes are coming in the next couple months. This will be good news for all facilities.

STARS AT Coach (Terminal Simulation) over the next three years will have a massive overhaul. STARS will be moving to a Linux based operating system. With this change AT Coach will have to be updated. Mr. Rose, Bill Spence (NATCA TAMR Training) and Tom Adcock (Training Art 48) are continuing to gather information on changes to and makeup of the new AT Coach.

Pensacola (P31) RADAR and weather presentation issues were reported fixed and satisfactory. This is excellent news coming out of a facility that has to deal with weather events almost everyday starting in spring until fall.

Scott Robillard (NATCA TAMR SEG 2), Candy Barr (NATCA TAMR OSF), and Aaron Rose discussed Common Terminal Digitizer, Software improvements, and training at the monthly TAMR Article 48 meeting. Lisa Bercher (TAMR

PM) and Mr. Rose lead the discussions, which also included TSLE, PASS, and OSF.

Report from TAMR deployment lead Scott Robillard (K90)

STARs Phase 1 activity is the tech refresh from G1/G2 legacy to STARs G4 and Elite. Since tech refresh was congressionally funded, the following milestones have been reached:

Phase 1 achieved Initial Operational Capability (IOC) at its first 7 sites.
Phase 1 has had STARs G4 equipment delivered to an additional 6 sites.
Phase 1 has completed Site Surveys at an additional 11 sites.
In total: Phase 1 is conducting work in 17 of the legacy STARs facilities. These activities are to upgrade the Legacy STARs G1/2 systems to the G4 platform. Most recently, NATCA SMEs have been to P50, DAB, IND and ABQ. In the next month, NATCA SMEs will be attending meetings at SAT, MCI, A11, BHM, CMH, CVG and OKC.

Phase 3 SEG2 is the complete replacement of all ARTS IIE in the NAS.

To meet the milestones for the SEG2 program, 34 ARTS IIEs need to be transitioned to STARs G4 ELITE by December 31, 2016. Since the last update, the SEG2 team has successfully transitioned Tallahassee (TLH) and Fairbanks (FAI) to the STARs family. This brings the total to 28 transitions since 4/15/14. TAMR has transitions *28 facilities in 28 months* from ARTS IIE to STARs. September will be a challenging month for the program with 5 more facilities making the transition.

Challenges overcome: TLH ASR8 was brought up to a level where IOC was achieved on the TDX-2000 (RADAR digitizer) and STARs G4 Elite. The site is still experiencing significant challenges with the radar, but significant gains have been made.

FAI also achieved IOC. The uniqueness of the location, military long range radars, low staffing, and heavy influx of summer traffic and military exercises were overcome to have a seamless transition.

Common Terminal Digitizer (CTD) Operational Testing and Evaluation (OT&E) is scheduled for September. This includes a user evaluation at the tech center and at an operational site, which is RFD. NATCA will also have a NATCA Engineer attend the tech ops portion of the OT&E to ensure our Region X members have input and influence necessary to properly represent the members in OESG and high levels of the agency.

Report from TAMR Software and Engineering lead Doug Peterson (D10)

Enhanced Conflict Alert (CA) software changes implemented last month at N90 have not generated any reported negative consequences. We will continue to monitor and if the positive trend continues we expect to deploy the improved adaptation settings across the NAS.

Chicago TRACON (C90) has reported an abundance of conflict alert alarms. NATCA is working closely with TSLE and OSF to mitigate nuisance alarms. Software changes are in the works from Raytheon and will be fully vetted by NATCA TAMR SMEs.

NATCA SMEs from BTV, D01, M98, F11, MKE and D10 participated in software testing at the FAA William J. Hughes Technical Center for R3C drop 8 and R5 drop 2 software. Maintaining the multiple software versions across Legacy STARS, ELITE STARS and new G4 modernized STARS baselines continues to provide workload and scheduling challenges.

QWERTY keyboard testing is moving forward in the next couple months with nine test facilities. The QWERTY keyboards will be installed in the training labs and tested for viability. These keyboards are the same as the DoD uses at terminal facilities. Forms will be provided for comment at the facilities.

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

A Post Award Conference (PAC) was held at the Lockheed Martin (LM) facility in Rockville, MD July 20th. There, LM went over their interpretation of the contract timelines, which included numerous early user events, testing dates and strategies, and an early stab at a waterfall. Also included was LM's TFDM build plan, which stated TFDM would be packaged into 2 builds, versus the contract's allowed 3 builds. This combination of the builds increased the waterfall schedule from a completion date in late 2029 or 2030, to an Initial Operating Capacity (IOC) in December of 2027 and an Operational Readiness Demonstration (ORD) sometime in the second quarter of 2028.

Workgroups with LM have begun, discussing everything from requirements, interface, human factors, system security, risk, etc. A request for one full time and two part time TFDM SME's was sent up the FAA chain last week and should make it's way out this week or next to help with the workgroups and testing and implementation of AEFS.

Two Operational Evaluation Review (OER) are planned for the week of 9/12-15, at MDW and ORD, separately. The purpose of this meeting is to give the facilities an early view of what TFDM is, how it will impact their facility, and

when it will be there. NATCA and management representatives from each facility are invited, along with the TMU, major industry at each facility, as well as lead ramp personnel.

A 3T (TBFM, TFDM, TFMS) meeting was scheduled for the week of 8/8 but was cancelled due to a lack of availability from the different programs. The meeting was being hosted by MITRE and is intended to give the 3T programs an advanced look at how all three systems will interact in a live environment. It has yet to be rescheduled but we are looking at having it later in September.

Advanced Electronic Flight Strips (AEFS)

Not a lot of movement with AEFS over the past month. Terminal Second Level Engineering (TSLE) continues to work on an emergency build (ER2) to roll out to CLE then PHX. This was intended to be done by late June, however numerous issues in lab testing have pushed back the build to the point that we are approaching the expected release of the next full build, 5.3.0.3. ER2 will still need to be tested in the field so that the fixes it contains can be added to the 5.3.0.3 build, but due to the lab failures, ER2 may only make it to CLE.

The agency has given the AEFS code to MITRE to do some digging around to see if they can find additional issues with the system. MITRE will not be fixing any of the code, simply getting another set of eyes on it. This process will take approximately 6-8 weeks, should be done around the end of September, and will hopefully be beneficial to the systems stability.

- **PHX**

Reported a problem this week with suppressing a PDR. If the request is made through their new TDLS equipment, the command goes through and it shows that way in the FRC. However, the PDR remains on the AEFS strip and a manual SR must be made in AEFS in order to show up correctly. This issue has been sent to TSLE and they are looking into it.

Another issue PHX found during a SWAP event recently was the FRC box on the AEFS strip was not being un-checked with additional route revisions. This box is intended as an indication that a clearance has been issued and the route is good. If a new route is assigned by either ERAM or a controller, the box should automatically un-check, to show the new route has not been issued. TSLE is also looking at this issue, but has yet to find a solution.

- **CLE**

Nothing new

- **EWR**

Nothing new

- **SFO**

HW install in the new tower is still scheduled for August 9-11, so as to minimize the impact to the operation down the road when AEFS is ready to be used.

- **LAS**

Adaptation work has begun with the local LAS team to try and stay ahead of the game in the event AEFS is able to make it.

Installation of HW in the new tower occurred July 19-22, as with SFO, this was done ahead of the opening of the new tower to minimize impact to the operation down the line.

- **CLT**

A heads down study has tentatively been scheduled for the week of 8/29.

Local adaptation and familiarization work is set to begin the week of 8/15.

SWIM Visualization Tool (SVT)

It was decided by the Configuration Control Board (CCB) to remove the SVT system from N90. N90 has Aerobahn, and for the purposes for which they use that system, SVT can currently not compete with the level of information they are getting. The CCB is in discussions with PHL to install there, however, a recent update to STARS and ASDE-X are causing SVT to show some arrivals as over-flights. VOLPE is in the process of looking for a solution, but so far none have been viable.

Operational Contingency & Continuity office (OCCO): Tammy Norman (ZTL) is the Article 48 Representative. Ms. Norman's report for this month is below.

Operational Contingency & Continuity Office (OCCO): Tammy Norman (ZTL) is the OCCO 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 OCCO is now under the System Operations Office: AJI-1. Dave Foyle is our sponsor. The office will remain in Atlanta at least until April 2017. Sys Ops has a plan for the OCCO office to be run through the Command Center (ATCSCC).

Site Surveys: The OCCO Technical Operations Team has almost completed validating requirements on the west coast. The Southeast is completed, and we'll begin the northeast at the end of the month. The installation of requirements will begin shortly, and it will follow a waterfall developed by the Decision Tool. This tool is an unbiased decision making process that looks at many factors to decide the priority of work: traffic count, facility

traffic (% of NAS), number of tier 1 facilities, geographical risks, and political influence. These additional requirements are to be reserved for contingency only. The RCE's or whatever shall be tagged and reserved, but these details have not been worked out yet. We've never been down this road. In a local outage, can the facility get permission to use the inventory/marked spares? We are meeting with NEO and LS technologies this week in DC to discuss these issues. This group is the Sys Ops Resiliency Team. We want to work closely with this group to design processes and define responsibilities.

Things to come: Visiting centers for site surveys to validate requirements, we are getting a lot of the same questions. They want to know why we aren't doing center to TRACON requirements. A lot of facilities are going to divest some of their airspace to TRACONs. The OCCO has a 5-phase plan, approved by the ATO Officers Group. The first phase is center-to-center support. We can't get all of the funds to take care of the entire NAS at one time, and contingency plans will not be complete until the 5 phases of work have been completed. The center to TRACON is Phase 2. We have started this phase. With these questions being asked, it shows that contingency plans are improving. We encourage all facilities to continue to press on with these improved Operational Contingency Plans (OCPs), and we will get to it. TRACON to TRACON (tower en route) will be the next phase.

It is the OCCO's goal to quickly sustain service from the loss of a facility, operational and technical. As the OCCO manager Tony Jenkins says, "Our readiness did not degrade in one day, and we will not be able to fix it in a day."

There are many conversations we have purposely not had or are just beginning;

- Phase 3-5,
 - International relationships,
 - ATOP/ Oceans,
 - Non CONUS,
 - Leveraging other modal assets to help ATO,
 - Leveraging military assets to assist,
 - Maintaining controller and technician readiness,
 - Real corporate integration of business continuity principles (resilience, contingency and continuity),
 - Modification of AMS principles to insure future requirements contain "do not harm" guidance to improve and not harm our system readiness,
 - Certain policy modifications and consolidations
- and many others.

OCCO's manager states, "While we don't own the actual work, the OCCO was designed to facilitate and integrate corporate activity towards solutions." Mr.

Jenkins will retire the end of September, and OCCO will be getting a new manager. Mr. Jenkins has done an amazing job standing this office up and laying the groundwork for the future. The AIG Audit Group gave many compliments to the work that has been done when auditing contingency efforts.

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

Weather and Radar Processor (WARP)

WARP conducted a technical center demo of test cases that were selected to show certain type of precipitation phenomena and clutter filtering. All of the test cases worked extremely well and the new product that will be going to ERAM will be a giant improvement over the current WARP mosaic. The deployment starts the end of August with ZTL, ZDC, and ZAU being key sites. In order for a site to start using the new mosaic they have to be running ERAM EAD 500 or 510, both ZTL and ZAU are going up later in September and will not be transitioning to the new mosaic until ERAM is ready for it. The new mosaic is a tilt-based product not the full volume that the current mosaic is. This results in about 25 second update rate during hazardous weather events. The mosaic will be a little slower in areas of lessor radar coverage. In addition, the resolution is going from 4km to 1km resolution so this will more accurately display the position and intensity of the precipitation. The roll out will first be using the all data mosaic, which does have more clutter than the high confidence mosaic that will be deployed upon completion of a meteorological evaluation. It was determined to be more beneficial to deploy the sooner than waiting for the evaluation to be completed on high confidence. There will be a one-page briefing item coming out for the CPC controllers and if controllers would like a lot more detailed briefing there will be an ELMS class. The current WARP CBI is going to be updated as it still refers to DSR and the old mosaics. Full deployment is scheduled to be complete before the Thanksgiving moratorium. The high confidence mosaic should be out in January unless the switch from all data to high confidence is allowed during the moratorium.

NEXTGEN Weather Processor (NWP) and Common Support Services-Weather (CSS-WX)

A joint technical interchange meeting was held between Raytheon and Harris to discuss some of the software interface issues that are coming up in the project and also to discuss the scheduling of product builds so they more align with each other in order to help in the testing process as the program proceeds. The first article is planned for mid 2019, the decision for key sites

will be finalized shortly and the plan is to start making site visits to socialize the program.

ICAO- Meteorology Panel

Two of the work streams that fall under the panel met at ICAO in Montreal to discuss working paper that will be presented to the full panel in October. The first group was discussing SIGMETS, Volcanic Ash Advisories, and Space Weather Advisories. A number of issues that have come up are the lack of consistencies across FIR boundaries and the Services available from the respective Meteorology Services. A joint white paper was presented from IFALPA, IATA, and IFATCA about the need for consistent data and the need to be thinking globally and not FIR dependent. In addition to the advisory discussion was the topic of Regional Hazardous Weather Advisory Centers and the need for new ones to be stood up to fill gaps in the current system.

The Second group met to discuss how to tackle the Global Air Navigation Plan and the weather required for Trajectory based operations (TBO). The decision was made to address each individual part of the GANP and apply the specific weather requirements to meet the work plan. The goal is to then create a guidance document for implementation of weather for TBO.

Surface Weather System (SWS)

The SWS has started limited deployment due to an earthquake that happened in Japan and temporarily shut down the factory that is making the glass for the new displays. In the meantime, the older SAWS displays are being used. The display comes in an 8inch and 10 inch version, this system will replace old F420 and Wind Measuring equipment with state of the art ultrasonic wind sensors. In facilities that have WME there is no change in display. The system will be replacing all the old wind birds so even ITWS sites will be getting a new sensor.