

NATCA Safety & Tech Update
Week of December 18, 2017

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

Items worked:

- SBA FDN 52931
- Chapter 8 DCP
- ATOP TR2
- Happy Holidays

The Agency is preparing a brief to NATCA and all Oceanic Stakeholders outlining FDN 52931, which is a 3 wave approach adding Spaced Based ADS-B functionality into ATOP. NATCA played an intricate part in the work ups and HITL tests thus far and will continue to do so.

The Oceanic Sites are familiarizing themselves and are preparing inputs in reference to the FAAO 7110.65 Chapter 8 DCP. It's the initial phases of the DCP, but Chapter 8 requires some long overdue updates. NATCA and the Principle Site Reps at our Oceanic facilities are making this a high priority. It's definitely in the interest of safety and operational efficiency to have operational SME inputs here.

ATOP Tech Refresh 2 SRMP is being held on the 19th and 20th of December. NATCA is negotiation enhancement priorities with the Agency. There are several proposed enhancements that effect operations that did not come from the operational side. NATCA will ensure the operational inputs are heard loud and clear.

Training and other facility specific work generally slows down a bit at the facility level while holiday traffic pushes increase in volume and complexity. Our Controllers juggle family and home life throughout the Holidays while still taking on the added workload year in and year out. Friends and family have asked me from time to time, knowing what I know of the operation and seeing what I see every day if I get a little nervous to travel during the Holiday season. That answer is a firm "Not at all". We have the best Controllers in the world and an organization that has our backs. Happy Holidays Brothers and Sisters. I'm proud of what we do.

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.

- SRM panel on Remote tower was completed November 15th. The draft SRM documents were sent out for review and comments the week of Thanksgiving. The final version of the document has not been received. The agency met December 11 to discuss steps moving forward on operating the remote tower at Leesburg. NATCA has not been formally briefed on what those steps are.
- Non-TFDM towers- Attending on going meetings in developing a shortfall analysis on this concept. The concept is to find things that can be utilized in non-TFDM towers to reduce departure delays.
- ENROUTE Consoles- AJV-7 has the lead on the work for enroute consoles. Currently AJV-7 is preparing documents necessary for the AMS process. I have put AJV-7 in contact with a NUT member and our NVS representative to provide any previous data collection.
- STARS E2- formally known as Terminal Work Package 1. The first of several requirements meetings was held Dec 13th. During the meeting several areas related to CHI was discussed and they were tabled. The tabled items will be sent for review by the CHI team.
- E-IDS- Comparative safety assessment hazard discussion was held on December 11th to review and verify the panel's findings.
- ERAW monthly meeting was December 11th and I attended via phone. AJV-7 briefed ERAW on the current work being done on consoles. (See above)

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

Human Factors Activities

F11 - We have been working with personal in OKC that are helping us develop a database to use with the certification standards. This database will allow for information from electronic training sheets (we call them checklists) to populate this database that will be searchable and have the ability to provide a graphic display of training history for each trainee. The goal is to have this tested and ready to deploy at N90 when the certification standards are implemented there.

N90 - Current timeline is to begin providing HF and certification standards training to the controller workforce last week of January. We have to work with NDIS group and their needs, which has forced some movement in the deployment schedule. Goal is to train each area/sector and do a staggered go live approach. We plan to be completed by end of June next year.

ATC survival guide - I have been working with a Ft. Hill group contractor to get this completed for delivery at N90 to the NDIS new hires and also at the academy.

Safety Culture - This report is in the final stages and almost ready to be sent over to the tech editors and then the approval chain. I would expect this to be another month before delivery. Our intention is to return to Tampa and do an out brief on the report when it is finished.

Scientific paper - I have co-authored with 2 HF experts to author and present a paper at the AHFE conference next July. The title is *Expertise, Arousal, and Automation Effects on Complacency Errors*. It is based on thoughts and conversation we have had on how high performing professionals can enter a cognitive state called catatonic complacency.

CAMI - I visited with the HF scientists at CAMI while I was in OKC for the VSRP workshop. This was a highly productive trip in that I was able to close the loop on the final group of HF scientists in the Agency that I had not had the pleasure of meeting with.

Health & Wellness

Recurrent Training - The stress module for the next round of recurrent training is nearly complete and is very good. The module will introduce the workforce to the health and wellness element within the human performance office and provide scientific based information on the physiological impacts of stress both short and long term. It also provides awareness training and strategies on how to deal with stress and stressors.

Fatigue

ZOA - The final report for the actigraphy study is still moving through the approval chain. I am told it should be ready for release very soon.

FRMS Conference - I attended the conference 2 weeks ago and as has been customers met with many of the fatigue professionals on both the flight and duty side as well as ANSPs. Had a number of conversations concerning the make up of fatigue oversight and safety committees.

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

This update cycle was very busy due to a significant spike in Commercial Space Integration activities, including participation in kickoff meetings for a number of recurring Workgroups detailed in the activity log below.

MITRE Aviation Advisory Committee

MITRE held its quarterly Aviation Advisory Committee meeting in at MITRE HQ in McLean, which NATCA attended. This group is widely attended by industry, both airline and GA, as well as FAA and MITRE leadership. A variety of aviation topics were briefed out including ADS-B equipage rates, airline fleet mix changes and profitability metrics, and potential improvements to ATC recruitment using cognitive screening.

Space Integration Stakeholder Forum

This meeting was conducted at the ATCSCC. This is an effort out of AJV-7 to organize the various Commercial Space Teams into a coherent effort that can be managed using Problem Cause Impact (PCI) Analysis.

Space Integration Enhancements Field Outreach

This group held its kickoff meeting and will convene every 4 weeks. 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.

Joint Space Operations Group (JSpOG)

NATCA continues to participate in the monthly meetings of this ATCSCC based group. The JSpOG is the primary FAA operational interface with the Commercial Space Industry for launch and recovery activities. The JSpOG initiates Airspace Management Plans for all activities and provides operational monitoring and support in the event of an off-nominal event. Among the topics discussed at this recurring meeting are updates on upcoming launch events and the status of various LOAs with Space Operators.

Commercial Space Integration Team (CSIT)

The Commercial Space Integration Team (CSIT) continues it's monthly meetings. Among the priorities of this Team are finalizing a JO 7400.2 Procedures for Handling Airspace Matters change scheduled for March 2018, scheduling Commercial Space Aviation Rulemaking Committees (ARCs) that will address Airspace Access Priorities and Spaceport Categorization, and finalizing an ATO CSIT Charter.

Commercial Space Industry Days

Commercial Space Industry Days were held in November in D.C. Space X, Sierra Nevada, Virgin Galactic, Blue Origin and numerous Commercial Space industry participants were in attendance and made presentations on their respective Concept of Launch and Recovery Operations to the group. The increasing tempo of launch and recovery operations hot topics, as was how to more effectively and efficiently segregate Space Ops from Legacy NAS operations. On Day 2, opening remarks were delivered by Mr. Tim Arel, ATO Deputy Chief Operating Officer, who expressed the FAA Administrator's commitment on accelerating the acceptance of new technologies such as Drones and Space Ops into the NAS and the Agency's commitment to fair and equal access to airspace for all. NextGen's Philip Bassett made a presentation that highlighted Aircraft Hazard Area design. This is a hot topic following October's SRMP on this subject. Greg Byus from the ATCSCC CSG made a presentation on the Collaborative Decision Making process and advantages of including Space Operators in the CDM process, including participation on the CDM Stakeholder Group.

NextGen Portfolio Management Reviews (PFMRs)

NATCA participated in 11 Fall NextGen PFMRs where FAA NextGen Program Managers make presentations on the current status of their respective Programs. These included Collaborative Air Traffic Management (TFMS), Time Based Flow Management (TBFM), On Demand NAS Information (ONDI), Low Visibility Ops, Multiple Runway Operations; Performance based Navigation, Separation Management, NAS Infrastructure, Improved Surface Operations (TFDM), Environment and Energy, and System Safety.

Wildlife Surveillance Concept (WiSC)

Following the emergency landing of USAir 1549 on the Hudson River on January 19, 2009 after suffering bird strikes to both engines, the concept of bringing technology to bear on the problem of wildlife in terminal airspace has received a great deal of attention. The WiSC Program utilizes avian radar to track bird activity impacting approach and departure corridors and can be configured to provide both aural and visual alerts to Terminal controllers. NATCA met with WiSC researchers at the Technical Center this month to finalize details of obtaining feedback from NATCA controllers in field working at airports highly impacted by bird activity.

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 sub-teams on which NATCA participates.

Remote Operational Meteorological 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 and has been targeting a launch by the end of 2017. The Program took a big leap toward IOC this cycle with the publication of AC 120-76D. This Advisory Circular reversed a longstanding FAA prohibition on certain cockpit EFB display options and permits the display of an aircraft's own position on an EFB-based application for the first time. This was critical to the rollout of ROMIO capability.

Space Data Integrator (SDI)

NATCA met with the primary manager of the SDI Program at the PMO to help facilitate organizing the stakeholders to facilitate the next steps of the Program.

SDI will allow TMUs to see the position of space vehicles during launch and recovery and its progress along its planned trajectory relative to other traffic, airspace boundaries, and the boundaries of predicted hazard areas on the FAA's Traffic Flow Management System (TFMS) and Traffic Situational Display (TSD).

Commercial Space Integration (CSINAS) Workgroup

This group met in December and provided an opportunity for NATCA to participate in the development of the FAA's Commercial Space CONOPS.

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 has been completed. Some issues are still being resolved with hopes of completion in the near future. Recently a window that had been replaced started leaking. The Contractor has been recalled to the facility to repair the issue.

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 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 Committee Webinar:

The OSHA Committee held another in a string of webinars throughout the past year. These webinars will continue.

The next webinar will be regarding facility cleanliness and Fire Life Safety.

POC: (Mike Odryna)

Committee Membership:

We still have a vacancy Great Lakes Region.

POC: (Mike Odryna)

PHL 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.

POC: (CJ Jacques)

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 November and December 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

POC: (Mike Odryna, Dominic Petrelli)

F11 Mold Asbestos issues

The entrance to F11 TRACON has an Asbestos Abatement project take place to remove floor tile. The contractor was nit planning to do any 3rd party air monitoring as required by our contract. Also, any asbestos floor tile abatement project must obtain final clearance by TEM prior to removal of the containment.

POC: (Mike Odryna, Matt Tucker)

CMI Mold and Asbestos issues

After ongoing issues with mold caused by a leaking roof, mold was found in the TechOps office of the fourth floor. The mold was caused by a chronic water leak that was ignored. TechOps then proceeded to rip out the carpet without following the negotiated IAQ PIR. Stating that the room is not an Air Traffic room.

The IAQ PIR needs to be followed whenever any IAQ Issues are being abated anywhere within an Air Traffic Control facility.

POC: (Mike Odryna, Sara Stockinger)

PCT Housekeeping Issues

The Agency along with NATCA have started to develop a strategy to ensure the cleaning requirements set forth in the janitorial contract and TechOps requirements for equipment cleaning are adhered to.

POC: (CJ Jacques)

Public Access Defribulator Program

On May 1st, a new PAD Program subcontractor was contracted to replace Emergency University. Contractor, Website and Training info will be coming out shortly.

POC: (Mike Odryna)

Current Facility issues being worked by the committee and others.

FAY: Fumes	NEW: IAQ Mold Build back
PAQ: Asbestos	CMI: Roof Replacement, Mold Remediation and Asbestos Floor Tile Abatement
GRR: Odor, ASR Contamination	ARR: Overall Facility Condition
NWM Regional Office: Water Quality Issues	PHF: Mold/IAQ
HSV: IAQ, Fumes	NWM Regional Office Design
DSM SSC Office: Comprehensive Mold Evaluation	FSM: Water Intrusion, IAQ
GTF: Mold	SGF ATCT: HVAC Project
CRP: IAQ, Exterior Door Broken, SFAS Out of service	Nome: Asbestos in the floor tile Mastic, REHAB
DTW: IAQ Investigation	PTK: Mold Remediation
JNU: REHAB Issues	Tallahassee: Water Leaks
ABE: Overall House Keeping, Flies	PHL: Overall House Keeping, Rodents
DLG: Living Quarters REHAB	BRW: Ongoing REHAB, Mold, Open Walls, Broken Walkway
PIA: Water Mold	KTN: Facility REHAB
FMY: IAQ	Minneapolis TRACON: OSHA Inspection

AUS: Fire Alarm Issues	OMA: water intrusion, mold, window replacement
GSO: Water Intrusion	LEB: Water Quality
LGA: Siding, Contingency Planning	LAX: Mold & Water intrusion Issues
MDT: Water Leaks/ Slip Trips and Fall	PIT: Water Intrusion
DSM: Cab Roof Water Intrusion	OMA: Windows and Water intrusion
KET FSS: Facility REHAB	LIT: Mold Remediation
DWH: Failed Water Test	ADS: Failed Water Test
CRP: Failed Water Test	PUB: Break room build
Great Lakes Regional Office: Asbestos removal, Water testing	MDT: Flies
F11: Asbestos Floor Tile Abatement	MIA: Lead in water

OPERATIONAL PLANNING AND SCHEDULING (OPAS): Rich Santa (ZDC) leads the NATCA effort for web-based scheduling and other operational programs. His update is below.

Webschedules

The agency has very little support for anything other than bug fixes at this point. The replacement is still being negotiated.

CRU

We have identified a bug in the code and started negotiating a solution. I have a few meetings this week to get briefings on the problems.

ATOMS/OPAS

There has been no movement in recent weeks on these projects.

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 7th year and continues to have a positive impact on the professionalism of controllers nationwide. The program has 530 active members, with a total of over 850 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 started transitioning Lydia Baune, from GEG onto the national team. She was at our last class at ZFW, and is a great addition to the team. The next class will be held at ZLC, Jan 17th through 19th.

To date, the Professional Standards program has received 2,517 submissions with 90% of those being resolved. That's 2265 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 1 (10L/28R): ORD achieved 4/10/17.

Phase 2 (10C Enhancement) – Shelter work completed 9/1/17. Meetings held to discuss fiber installation took place on 9/11/17. 10C IOC (Initial Operating Capability) date estimated end of Dec 2017.

Phase 3 (9R Enhancement) – 9R construction estimated to be completed Spring 2018 and IOC Fall 2018. Drawings have been received. The work is out for a bid.

BOS: Shelter electrical work completed 10/6/17. Airfield conduit/cabling estimated to be completed early November. IOC estimated June 2018.

DFW: Shelter installation began 10/10/17. Shelter equipment delivered 10/18. Work is on going.

San Diego: Shelter installation estimated to be completed 12/17/17. IOC estimated Jan 2019.

Runway Safety:

Taxiway Lander ASDE-X Enhancement –A National workgroup is under development to develop and solidify a plan for deployment of taxiway alerting at SEA. A Flight Check Lear60 will be testing the ASDE-X taxiway lander enhancement the week of January 8th.

Airport Construction Advisory Council (ACAC): The ACAC continues to support construction activities throughout the NAS and Internationally. We brief weekly on current projects in the NAS.

Runway Incursion Prevention Shortfall Analysis (RIPSA)- Research was conducted at 15 airports without any surface surveillance system. A final site selection is yet to be completed.

Here is the updated RIPSAs timeline, which includes detailed activities:

- Attend airfield lighting vendor conference in DFW - Oct 22-27, 2017
- Publish technology acquisition RFI - Dec 2017
- Evaluate RFI responses for candidate technologies – Jan/Feb 2018
- Re-engage candidate airports, conduct on-site assessments and preliminary site surveys – Feb/Mar 2018
- Initiate contract award(s) to technology vendor(s) – Mar 2018
- Complete contract award, hold kickoff meeting with vendor(s) – Apr/May 2018
- Commence MOU development with test site(s) – Q3FY18
- Finalize MOU with test site(s) - Q4FY18
- Conduct engineering and infrastructure site surveys with vendor(s) - Q4FY18
- Conduct SRMP for test site(s) - Q1FY19
- 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

SAFO RWSL – a SAFO on RWSL was completed and should be posted shortly to assist Industry training departments incorporating RWSL in their training for pilots and vehicle operators.

SAFO High Collision Risk during Runway Crossing – The SAFO was just posted and it highlighted high-energy zone runway crossings. Work was done collaboratively in order to package the message appropriately.

GAJSC CFIT workgroup – The group is analyzing GA CFIT fatal accidents and developing safety enhancements aimed at reducing occurrence rates. The group in which many industry members are present including manufactures, pilot organizations, MITRE, universities, etc. meet every 6 weeks to do this deep dive analyze.

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

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

The NWP and CSS-WX hardware have been delivered to the Tech center to start integration testing. Currently the two systems are not connected so now data is flowing between them. Once data is flowing and newer software builds are installed they will start early user evaluations.

Tech Ops held a Maintenance and Control Human Factors meeting to review the implementation of recommendations that was made by the group. Some minor issues came to light and a priority list for correction was agreed to. There will be some air traffic uses for the M&C display also password administration for air traffic still has to be finalized. FLM, CIC, and TMCs will have accounts, which they will be able to have multiple presets. The password issue for air traffic will be who will be able to provide password resets after admin hours.

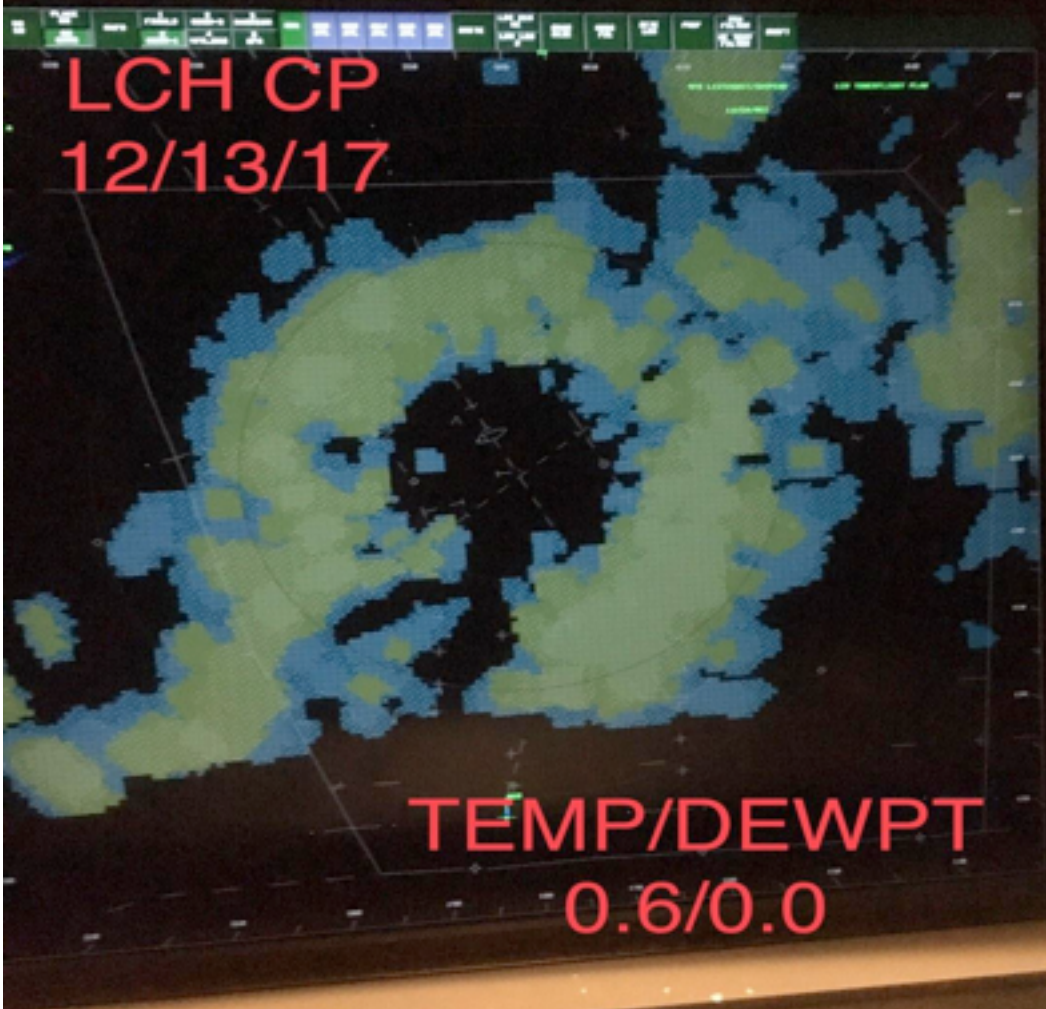
The Aviation Weather Display (AWD) is still undergoing development, due to technical and requirement issues most of the terminal products have been pushed towards the end of the development cycle. Raytheon is trying to bring the schedule in so they can try making a full system ORD of Aug 2021.

Terminal Weather on STARS

AJV7 has started working on the requirements for improved weather on terminal displays. There are a number of issues to address, ranging from ASR8 digitization, ASR11 AP issues, lack of weather on Long Range Radar sites. This is the second time AJV has tried to address the requirements, but this attempt seems to be expanding the scope so that a national solution can be found.

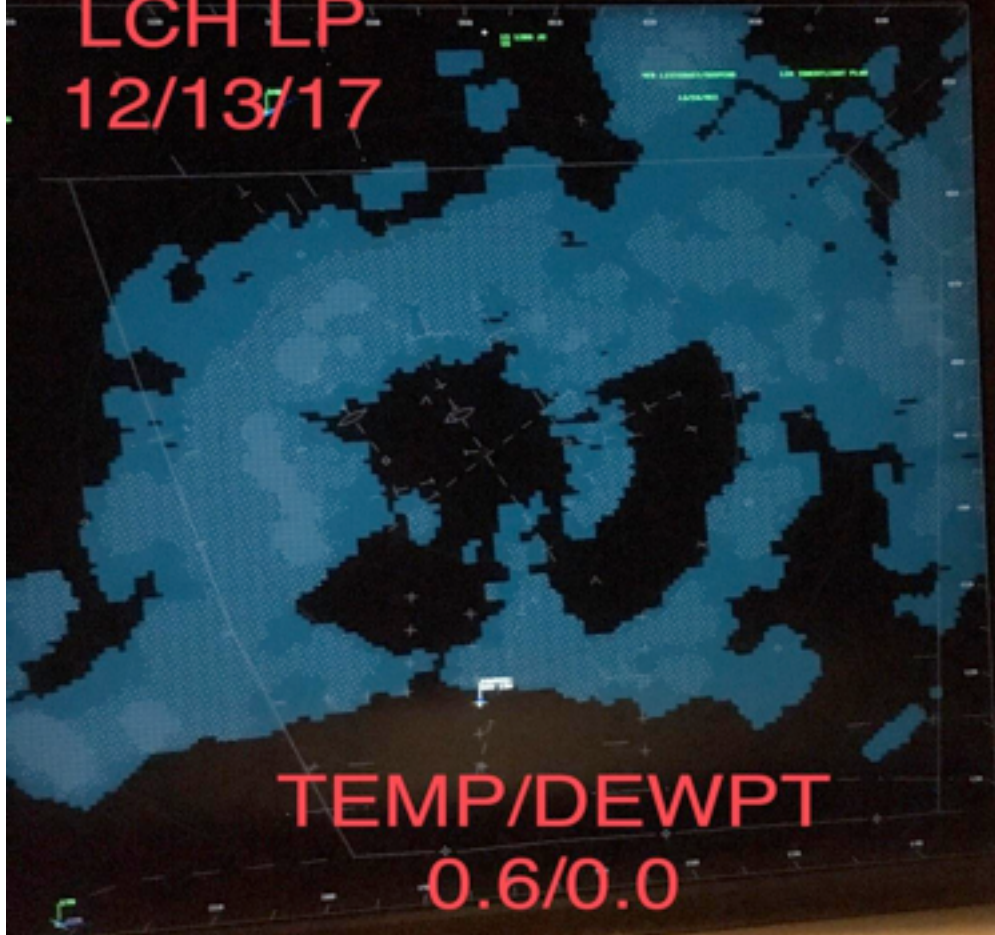
ASR 8 AP issues when digitized.

We are currently asking all ASR8 sites that have been digitized to collect screen captures of AP issues so that we can address the issue, as we need as much documentation as possible. See sample below and please Email weather@natca.net and tamr@natca.net



CAUTION
DO NOT TOUCH ANYTHING ON THIS VIDEO
SCREEN OR DAMAGE WILL RESULT

LCH LP
12/13/17



TEMP/DEWPT
0.6/0.0