

NATCA Safety & Tech Update Week of February 12, 2018

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:

- Chapter 8 DCP SRMP
- Pacific Oceanic Workgroup
- ATOP Work Package 1 consolidation
- ATOP TR2

In late January the NATCA ATOP site Leads and the Agency participated in an SRMP in reference to the proposed changes in Chapter 8 of the FAAO 7110.65. The proposed changes for this particular DCP was to consolidate Chapter 8 by removing archaic material and procedures. Composite Separation for the Pacific airspace was completely removed. NATCA received an IOU from the Agency to start work on another DCP for the next publishing date to address additional procedures that require a Chapter 8 application for the Facilities who operate Oceanic and Offshore airspace. This will require subject matter expertise from all Facilities affected so we can produce the best product possible.

The Pacific oceanic Workgroup (OWG) was scheduled for 1/24/2018, hosted by ARINC in Livermore Ca. The short Government shutdown threatened to derail the OWG but we were able to pull it off with very few unable to re do their travel and get to California. Participants of the OWG include the Domestic and Foreign Airline pilots and dispatchers, who operate in the Pacific, SASP, OSWRG, Agency Representatives from AJV-84 and of course the NATCA Oceanic Leads and our Oceanic Airspace Manger counterparts. The major issues were PBCS, WX Deviations and User preferred Routes (UPR's) all in the procedural Oceanic environment. Southwest Airlines also announced that they would be adding flights to the Central Eastern Pacific Routes from the West coast to Hawaii. All flights will be fully FANS1A capable, which will cut down on the workload.

ATOP Work Package 1 (WP1) has been proposed and has had enhancements to the system attached to it for several years now. Now that it's coming up, some of the enhancements are now obsolete. Along with the Agency agreeing to 1/3 of the proposed cost to WP1, the ATOP Program Office, AJV-84 and the NATCA ATOP Site Leads are in the process or rating the proposed enhancements based on operational need, and will make the decision on what obsolete enhancements are to be put on the chopping block.

What NATCA would like is to use that budget on current problem tickets and enhancements but that comes from a different pot. A perfect example of what happens outside the realm of collaboration. We did not have a National Team in place during the development of this Work Package build but have already learned all we need to about the impacts of not being involved.

ATOP Tech refresh 2 (TR2) is a much-needed overhaul of the Oceanic system. We will also be adding backlit keyboards and larger ATOP monitors. In March the Site Leads and our counterparts will travel to the Tech Center and test the system.

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.

- Finalized the OSA on E-IDS.
- Participated with directors meeting on steps moving forward. AJT has not signed off on proposed procedures for the next phase of testing. Legal was asked to weigh in on airspace rules for class g airspace. No decision was made to date.
- On going conversation with AJV-7 in regards to the Concept Validation and Requirements (CVR) and how this process would be used in conjunction with work groups and SRM's.
- Terminal CHI team meet to prepare chi decisions on spacing/merging tools and separation management tools. The questions posed by STARS E2 were answered via conference call. Next meeting is February 15/16.
- AJV-7 was assigned a new acting director. His name is Gary Norek. Gary comes from airspace and procedures office. The previous acting director Sharon is now over at AJV-8. I will miss working with Sharon but am excited to build a new collaborative relationship.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) leads the ERAM efforts for NATCA. Rex Jackson (ZDC) provides this update.

- Thirteen Facility Tech Reps (FTRs) conducted EAE100 Ops Eval testing the second week of January. Some issues were identified that impact the D-side displays that are using the new Linux processors. This will be corrected through a software fix and the timing of the Tech Refresh facilities moving to the EAE platform.

- EAE100 TTL Key Site testing activities for Data Comm “ON” has concluded at ZKC. At this time there are several issues that need to be addressed with two being “critical” for TTL Data Comm functionality. The Enroute Automation Workgroup (ERAW) is exploring options for a fix.

- ZTL and ZID completed EAE100, TTL to TTL Data Comm off, Key Site testing the week of January 29th. ZLC has postponed their Key Site testing twice due to the furlough and current travel restrictions.

- Below is a sample of EAE100 test issues discovered:

186377	01/18/2018	High	Low	NAR Prescr	---	ZLC_ERAM: SIG1741 - Back Level Adaptation one Release	OPE N	E8165 5	New PR	01/22/2018
186666	01/26/2018	Medium	HOI	Triage Com	Ready	ZID_ERAM: Multi Site SGET Scenario developer DATACOM will issue duplicate tail numbers	OPE N	E8179 2	New PR	02/01/2018
186861	01/30/2018	Critic	HOI	AT - New	Complete -Hold	ZKC_ERAM: EAE1001D Key Site Test SIG1601 Can Not Delete Inclusion or Exclusion Area from Site Definition Editor	OPE N	E8176 7	New PR	01/30/2018
186939	01/31/2018	Critic	HOI	AT - New	Complete -Hold	ZKC_ERAM: EAE1001D Key Site Test SIG1601 Site Definition Inclusion and Exclusion Area Get multiple Instances entries In atcoach.xml file	OPE N	E8177 3	New PR	01/31/2018
187038	01/31/2018	High	HOI	Triage Com	Complete	ZKC_ERAM: EAE1001D Key Site Test Route Uplink Reject	OPE N	E8178 2	New PR	01/31/2018
187198	01/31/2018	Critic	HOI	Triage Com	Ready	ZTL_ERAM: ZTL EAE100 Testing: Pred 3666	OPE N		New PR	02/02/2018
187287	02/01/2018	High	HOI	Triage AT	---	ZKC_ERAM: EAE1001D Key Site	OPE N		---	

						Test Scenario Launches Take Excessive Time				
187288	02/01/2018	High	HOI	Triage Com	Complete	ZKC_ERAM: EAE1001D Key Site Test Unexpected Reject message when extra space characters added between /EXP (Controller Urgency Indicator) and /U	OPE N	E8178 5	New PR	02/01/2018
187582	02/01/2018	High	HOI	Triage AT	---	ZKC_ERAM: EAE1001D Key Site Test ATSetup Scenario Does Not Launch After Successful Previous Run	OPE N		---	

- Four new FTR's received a demo and training on Data Comm initial services at the WJHTC.

- The EnRoute Automation Workgroup (ERAW) received a briefing from SLE on what they envision EAE110 Key site testing will be. It is expected that ZID, ZME, ZTL, and ZLC will all participate in the TTL and Ops floor testing. ZKC will not be able to participate due to Data Comm training demands and availability of resources.

- The Stars Enhancement 2 Task Team continued working on the differences between Stars and ERAM automation platforms. The transfer of 4th line data between ERAM and STARS use case is complete and waiting on final National User Team concurrence.

- The following is a sample of the issues the National User Team worked in January 2018:

- EAE100 Adaptation (Non-Data Comm)
The team reviewed non-Data Comm adaptation changes for the EAE100 release.
- ER 179415 Add indication of Sat-Comm Equipage to datablock
The problem statement was discussed; its desired behavior is to provide an FDB and ACL indication for a particular aircraft if J5 or J7 is filed in ICAO field 10a.
- ER 176378 2 Flights with the Same Route Show Different Protected Segment
The ER is being worked by the task team.

- **ICAO Full Template**
The team discussed and reached consensus on the use case, its desired behavior is to improve the functionality of the ICAO full template. Once all team members concur the use case will be sent to SLE.
- **ER 183657 Additional Commands**
The team discussed and reached consensus on the problem statement, its desired behavior is to expand the list of commands an ERAM controller could enter that would define local control for an aircraft entering ERAM airspace from a Non-ERAM (CAATS) facility.
- **ER 180253 GPD Changes** task team was formed to work on the issue
- **Future Bucket List**
The team discussed the ERs on the NPT Future Bucket list to assess each issue for need and priority.
- **ER 184929 Runway Length**
Further analysis of the ER revealed that the published charting data uses the same rounding method as ERAM. The team decided to pull back the problem statement for this ER, leaving the functionality unchanged.

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

Human Factors Activities

N90 - Jason and I began interviewing the current trainees in an effort to ascertain if there are issues or deficiencies that we might be able to assist with, prior to beginning the training standards activities. Our hope is to provide assistance to any that might currently be struggling so that they will have a better chance of success. We are trying to remove the negative stigma that exists concerning skill enhancement training by assisting FLMs in assigning more of it, with higher quality, earlier in the training process.

Training Standards in the Lab - Both F11 and N90 have requested that the training standards be used in the lab environment. We are working on adjusting them in a way that would line up with using them in OJT. The goal would be to flatten the learning curve from the lab to the control room so that the trainees are better prepared to begin OJT upon completion of the lab/sim stage of training.

HF Priorities - Jason and I are trying to get AJI-1 and AJI-2 to develop a list of priorities for the Human Performance Team. We currently have almost 20 years of FTE work on our list and not enough people to accomplish the work. We need leadership to set a priority list and work on getting us contract or Fed help to accomplish the work.

Deployment of the Training Standards - There has been a lot of discussion concerning deploying the TRACON standards to the rest of the stand alone TRACONS in the NAS. There is also discussion concerning development of Enroute and Tower standards. This will be a rather heavy lift that will require field controllers to participate in.

ATC success guide - We are working on getting a meeting with AJI-2 (training) leadership to see if the very plain language in this guide is going to be acceptable to the Agency. Tom Adcock has reviewed it and supports the deployment of the guide.

Safety Culture report - Is currently being fact checked by TPA and should be returned to us very soon. The report will be circulated when it has been signed off by the Agency.

HF Roundtable - I attended the meeting last week to prioritize the remaining funding to projects for the remainder of this fiscal year. There were 27 research requests that totaled \$3.7M. There is only \$1.8M in dollars available. A number of new research projects were not funded and 22 will receive some piece of that funding. This research will be spread across the HF community with CAMI and the Tech center performing most of it. Things could change quite a bit if an appropriations bill is actually passed that provides money for HF research. There was a lot of discussion concerning a drastic reduction in not only HF research money but also a RIF of HF scientists across the Agency due to current budget language being proposed.

Health & Wellness

No substantial activities to report here.

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.

FSSC - The next FSSC meeting will be in March. We cancelled the last meeting due to the government shutdown last month.

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

National Safety and Technology Leadership Committee

The NSTLC met the first week of February in Los Angeles; among the items on the agenda were Commercial Space briefing by Mark Prestrude, Low Altitude Authorization and Notification Capability (LAANC) rollout waterfall, AHA/CHA Airspace Management Plans, Remote Towers, enroute DataComm, and TBFM.

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 scheduled December 2017 launch date has slipped again due to delayed vendor delivery of the web-based viewer that will enable PC display of ROMIO equipped tracks in the Oceanic Areas and contracting issues. There is some concern regarding the bandwidth volume regard by ROMIO with suggestions to limit higher altitude weather data. Additionally, not all 3 participant air carriers have proceeded at the same pace with pilot training and equipage, and this will likely result in a rolling start to the Program. Currently, late March now 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 met on January 17 to validate the results of an intensive, highly detailed operational walkthrough of “as-is” and “to-be” states of Launch and Recovery operations. The most impactful scenarios regarded the examination of likelihoods of near to mid term successful implementation of technology to condense workload and compress timelines of pre and post Launch and Recovery ops.

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 Airspace Management Plans for the Space X Falcon 9 Heavy Demo Flight and two Falcon9 launches.

The Falcon 9 Heavy utilized 3 booster rockets, the YouTube video below shows the two first stage boosters being recovered at the launch site and it's impressive.

https://www.youtube.com/watch?v=Z_kfM-BmVzQ&index=56&list=WL

Commercial Space Integration Team (CSIT)

The Commercial Space Integration Team (CSIT) latest monthly meeting occurred on January 23rd. Topics on the Agenda included AJI-3 Acceptable Level of Risk (ALR) briefing, AJI-3 Safety Engineering: Captive Carry Safety Panel Update, AJV- 7 Space Work Package 1, JO 7400.2 Update, AJR-F Updates on International Commercial Space activities, Airspace Access Priorities Aviation Rulemaking Committee (ARC) activities, Spaceport Categorization ARC activities, CSIT Charter progress, and ATO Commercial Space Roadmap.

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.

Initial Trajectory Based Operation Scenarios (iTBO)

Participated on Jan 16 and Jan 29 in an overview of iTBO scenarios presented by AJM as context for TBO engagement. This was followed by an overview of the data collection process and the scenario format. Then, the following four domain-centric operational scenarios were reviewed: 1) Strategic and Tactical Flow Planning, 2) Surface and Departure Operations, 3) En Route Operations, and 4) Terminal Arrival Operations. These operational scenarios were presented by MITRE to a workgroup of Operational Subject Matter Expert (SME) participants from NATCA and FAA.

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 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 on February 21st regarding Drinking Water Testing. To register for the webinar, click on the following link.

Webinar Registration <https://form.jotform.com/80314729184155>

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.

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 Trottini)

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. Furthermore, an NATCA OSHA class will be scheduled for this year. 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 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, 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
DLG: Living Quarters REHAB	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	PIT: Water Intrusion
DSM: Cab Roof Water Intrusion	LIT: Mold Remediation
KET FSS: Facility REHAB	AVP: Broken Water Main
DWH: Failed Water Test	PUB: Break room 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

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 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. The next class will be held at ZID, May 15th through 17th.

To date, the Professional Standards program has received 2,553 submissions with 90% of those being resolved. That's 2296 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 discussion 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) – Testing is on going. IOC (Initial Operating Capability) date estimated end of March/April 2018.

Phase 3 (9R Enhancement) – 9R Enhancement – Construction estimated to be complete spring 2018 and IOC Fall of 2018. Drawings have been received; work is currently out for bid.

BOS: Checkout and optimization completed 1/19/2018. Pre-SAT briefing scheduled for 2/13/18.

SAT to be held 2/26-3/2. Prototype shut down expected June 2018 due to construction.

Install expected to be estimated completion 12/2018.

DFW: Work is on going. IOC for the west side of the complex is expected March/April 2018.

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

Memphis: Kickoff/planning meeting held in Memphis on 12/4/17. A Draft MOU has been written. Additional meeting are required to ensure MEM can be implemented as planned.

Runway Safety:

Taxiway Lander ASDE-X Enhancement – A study on Taxiway Arrival Prediction capability at SEA has been taking place. Approximately, 90 days' worth of data has been collected and analyzed. Of that data, there has been zero false or nuisance alerts. This week a Flight Check Lear60 tested the ASDE-X taxiway lander enhancement this week. The system performed as designed and appropriately under the parameters. The National Workgroup is currently working on the final recommendations. I would expect this be completed next week.

Runway Incursion Prevention Shortfall Analysis (RIPSA)- Tentatively TUS, SAT, DAB have been selected as potential site locations. A new market survey is currently out. More information to follow once this market survey is finalized.

- 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

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.

Special Focus RSAT SFO – A Special Focus RSAT (Runway Safety Action Team) meeting will be conducted February 27th – March 1. These meetings were prompted by the Wrong Surface SRM. The meetings will include ALPA, NBAA, IATA, FAA lines of businesses, and several airlines.

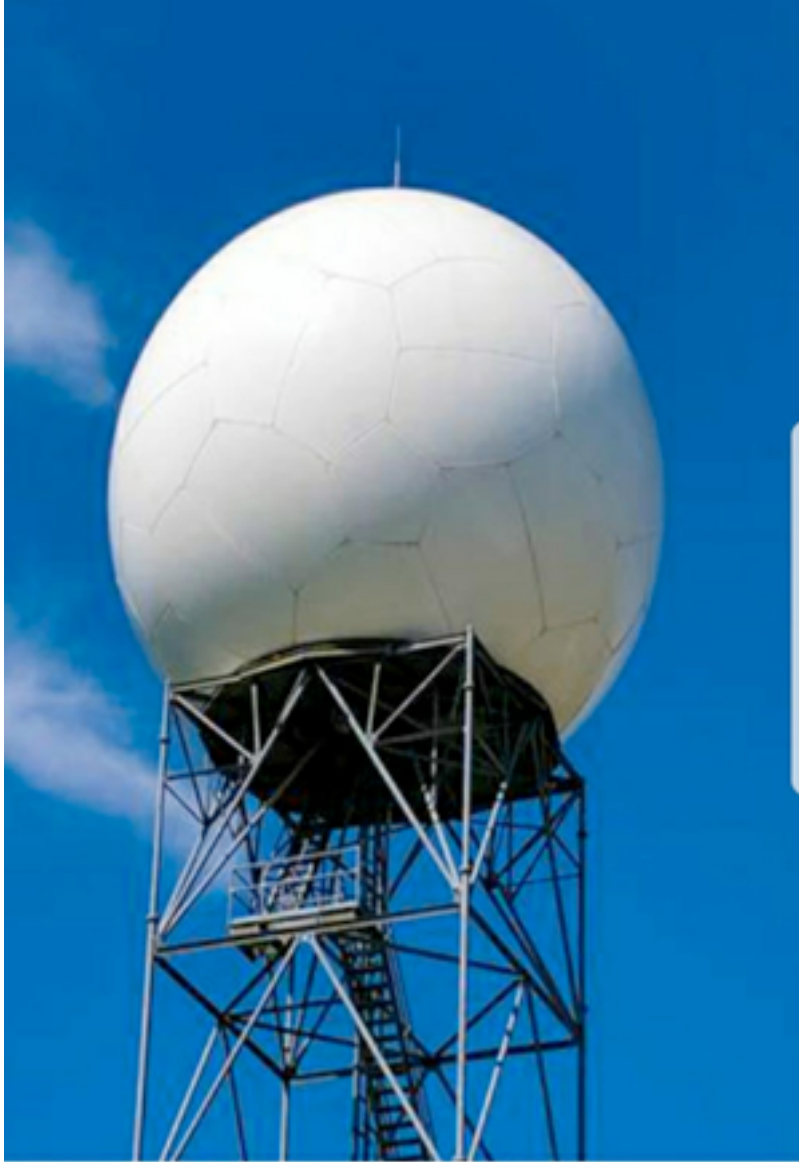
Surface Safety Group (SSG) – The next SSG meeting was January 16-19th. I am the co-lead of the group. The group is designed to identify and understand the contributing factors, analyze risks, and develop safety strategies to maintain the safest levels of surface operations. This group does a deeper dive into all the Category A, B, and C runway incursions in the system. Originally this group was the Root Cause Analysis Team (RCAT). The RCAT only looked at Category A and B events when making recommendations to the Runway Safety Council (RSC) to change the NAS. The development of the SSG I believe will assist in making data driven recommendations and not recommendations based on specific events.

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.

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

San Juan NEXRAD

Hurricane Maria destroyed the NEXRAD in Puerto Rico and in the beginning of December the FAA and NWS finally got personnel to the site to look at it. The dome and the antenna array were destroyed and the estimate for restoration is at the earliest the end of July but there are a lot of roadblock in getting the restoration done. Commercial Power is out in the area and could be a year to be restored, the generator is currently running to keep the electronics of the radar powered. The road leading to the site has been partially washed away and they will need to bring in heavy equipment to replace the radar. The tower and the radar have to be replaced and the nearest staging area is an hour and a half away. So, the July date is very optimistic.





Using the Terminal Doppler Weather Radar as an interim fix. The Radar Operations Center in Norman, OK identified a scan pattern from the TDWR that can be processed through the Weather and Radar Processor at ZSU and then displayed on Micro E-ARTS. The plan is to run tests at Harris and then if the system passes the team will deploy and do suitability tests at ZSU in early March.

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

Both programs have had some technical issues and have pushed some of the products and development out in the design plan. CSS-WX has started to enter testing at Harris. Factory Acceptance Testing is scheduled for early March with a partial release of the software with a follow-on patch planned for testing prior to deploying to the key sites this summer at ZTL, ZLC, and ZOA. The system will only feed model data to air traffic system until NWP deploys a year later as NWP will process the radar mosaics for ERAM, Micro-EARTS, and ATOP.

Raytheon is in the middle of developing the Aviation Weather Display (AWD) and a contract modification was finally signed to allow them to go back and redesign some of the display that the user group asked to be changed and once that work is done another full user team meeting will be held. The program is looking at ways to allow the team more access to the system by using the test system at the Technical Center. The plan is to have the test system on the most current release as Raytheon continues to build the system. This will allow users to have hands on time on the latest build instead working on older builds.