

NATCA Safety & Tech Update
Week of January 15, 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
- ASEPS SRMP
- ATOP TR2

The Holiday Season was fairly uneventful in the ATOP world which gave the A114 ATOP Site leads time to catch up on things and prepare for the New Year. The Sites put together their inputs for the Chapter 8 DCP and are ready for the initial SRM. As of now the date is TBD.

John Fox and Todd Tourin (ZNY), Donald White (ZOA), Mark Crabtree (ZAN) and myself represented NATCA at the ASEPS SRMP in Orlando the week of Jan. 8. This was the third SRMP with another proposed in late March/early April.

The ATOP Tech Refresh briefing was held 12/19 and 12/20. All three Oceanic Sites were represented and NATCA provided several inputs for documentation.

With ASEPS being an Agency priority along with an ATOP Tech Refresh and T drops, the ATOP A114 Team is going to have a very busy 2018. A big thank you to Donald White, John Fox and Mark Crabtree. ATOP has a solid team.

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

1- The Terminal CHI team met with Stars e2 group on two occasions to discuss chi from the concepts that are in the development process for Stars e2, which was formerly terminal work package one.

2- ASR9 radar panels

Working with Bill Cohegan to get the PMO and AJV7 on the same page to get a new requirement written that will provide a switch that will allow the radar panels to remain in tower cabs.

3- Attended a demo at MITRE for paired approaches

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

Human Factors Activities

N90 - Last week we nailed down a delivery schedule for the training standards. We will begin February 26th with a goal of having all current OJTIs, trainees and FLMs trained by end of June with each area going live using the standards as enough OJTIs are trained in using the new standards. We will do mop up classes for stragglers as able over the summer.

ATC survival guide - The name of this guide has changed from survival to success. It will now be referred to as the ATC success guide. A first draft has been placed in the can and circulated to AJI leadership and Tom Adcock. We hope to have a completed guide by end of February.

Safety Culture - The TPA report is at the tech edit stage. Should have a copy to share very soon.

Academy curriculum - We are in the process of assembling what a full day of HF, Fatigue and H&W training will look like for new hires at the Academy. We do not have a deadline per se on this material, but understand there is some level of urgency to get it done to reach as many new hires as possible.

HF Roundtable - This roundtable is a group that has representatives from every corner of the Agency that does HF research. HF dollars are dwindling in appropriations and this group meets to determine where the remaining money is best spent. There is some money left from FY17 that is being allocated. As you can imagine there are many more projects than there is money for. This should be finalized soon.

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.

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 third week of December, among the items on the agenda were Descend Via and Runway Transitions, FAA Requirements and Validation (CVR) operating model, Bird strike avoidance technology, UAS segregation/integration, and 2018 CFS.

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 due to several factors, including delayed vendor delivery of the web-based viewer that will enable PC display of ROMIO equipped tracks in the Oceanic Areas. 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 February 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 December 20 and is scheduled to meet again on January 17. The team is currently working on validating highly detailed operational walkthroughs of “as-is” and “to-be” states of Launch and Recovery operations

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 supported numerous Launch and Recovery events this month, including providing Airspace Management Plans for multiple Space X and United Launch Alliance rockets.

Commercial Space Integration Team (CSIT)

The Commercial Space Integration Team (CSIT) continues it’s monthly meetings. Topics on the January Agenda include ALR SRMP and AHA SRMP, Captive Carry Safety Panel Update, AJV-8 SRMP Procedures, JO 7400.2 Update, and AJR-F Update on International Commercial Space activities.

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.

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 ZLC, Jan 17th through 19th.

To date, the Professional Standards program has received 2,539 submissions with 90% of those being resolved. That's 2283 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) –IOC (Initial Operating Capability) date estimated end of Feb/March 2018.

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/cabbling estimated to be completed early November. IOC estimated June 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.

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 next steps are still to be determined.

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 RIPSA timeline, which includes detailed activities:

- 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

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. I will be meeting with this group again the week of January 22nd prior to my participation they did not have any controller input.

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 is 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.

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

Attended a couple of telecons about testing of both systems and the continuing development of the systems.

ITWS rehost which falls under NWP conducted Factory Acceptance Testing and passed. This was necessary as the legacy system uses Sun Solaris and is obsolete so the system was rehosted on Linux. The system worked and acted just like the legacy system so there is a fall back if current systems start to fail before NWP deploys.