NATCA Safety & Tech Update
Week of January 16, 2017

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

Human Factors Activities

N90 -We have secured commitments from NATCA and FAA at the regional level that this project is not to be abandoned. Ed Donaldson from AJI will be personally managing the implementation of the standards going forward. We have had a number of telcons to finalize the checklists and training materials. We are pushing for a start date of Jan 30. There needs to be a meeting with all facility management, regional leadership and the HPT and ANG-C1 in order to level set expectations for the activities. Hopefully this will take place this week or next.

Team Resource Management workshop - The workshop is substantially complete. There is an outstanding module that needs completion, but we believe we should be able to deliver this early next year. There was a joint component in this workshop that involved the CF folks. It had to do with highlighting that teamwork is in fact a form of collaboration. We have run into a snag as to how this looks. More to follow.

Academy training - We have received tentative approval to begin assembling materials for the new hires at the academy. Our discussions now will center on when and how we can deliver the substance. We would like to do the first few in person and at the beginning of the input for a number of reasons. I am told money has been set aside to fund this effort. There have also been discussions around have a module to deploy after graduation , but before facility assignment to level set expectations upon arriving at a new facility.

Terminal CHI - I briefed and sat with the terminal CHI team last week. It was a good discussion and made excellent contacts. I expressed a willingness to be the POC for HF activities, but that I do not need to be involved or micromanage any project. My goal is to act as a resource when problems arise and possess a clarity across all HF activities as they take place.

Health & Wellness

Still working on the ATC survival guide. Plans are to distribute this to new hires as they transition from the academy to their first facility.

Fatigue

ZOA - we have not started the sleep study yet. Apparently some problem with purchasing actigraphs.
COE

Tom Adcock and I have been involved with the COE projects and have asked to have Union POCs for each project. Karen has been very accommodating and I will be attending the 3rd qtr meeting in DAB in March..

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

Testing for both a new operating system (V2.0.2) and new software build (3.6.1) was completed last week at the technical center in Atlantic City.
The NIDS build will be keysited at SCT during the week of January 23rd and, assuming that no issues are uncovered in the field, a national release date is planned for two weeks later. The OS is tentatively scheduled for a mid March release.

While the fixes bundled into 3.6.1 are designed for the issues encountered in larger networks everyone will get a more refined software product and their systems should run more efficiently.

The present IDS Replacement product, NIDS, is reaching the end of its waterfall but that does not mean that support will disappear. The program office will still provide assistance and staffing for encountered problems.

A few of the facilities (networks) being focused on presently are PHL, L30, I90, SCT, and P80. These networks have specific issues that are both challenging and very important learning experiences for the future of IDSR.

NextGen Distance Measuring Equipment (NG DME) Program: Samed Rizvi (PCT) is the NG DME National Representative. Mr Rizvi forwarded the information below for the membership.

- Attended weekly NextGen DME status and (SEWG) Steering Engineering Workgroup meetings.

- NextGen DME's goal is to not reduce or negatively change service anywhere in the NAS. There have not yet been any issues to come up that have been identified to negatively impact the air traffic control workforce.
- NextGen DME is committed to providing Class A coverage from DME/DME (no IRU required) by 2020 and DME/DME coverage expanded for NSG 1 airports (Top 15 busiest large airports) and NSG 2 airports (60 large and medium hub airports) by 2025.
- A critical DME is a DME facility that, when not available, results in navigation service which is not sufficient for DME/DME/IRU operations along all or portions of a specific route or procedure. The team discussed that NextGen DME will not be able to eliminate all critical DME's in the NAS but will seek to significantly reduce them.
- The specific sites that will changed are hard to define and changing. There will not be a final commitment on which sites get developed/implemented, and/or discontinued until the (FID) Final Investment Decision.
- Part of the NextGen DME solution is the potential use of Canadian, NPU (not for public use), and military sites. There is on-going coordination and discussion on the possibility of using the stated sites. The team determined without the use of the stated sites, 14 new airport sites will be required from not being able to use NPU sites.
- NextGen DME will require new DME classes. EL DME's (Expanded Low) will provide 130nm coverage up to 18,000. EH (Expanded High) will provide 130nm coverage up to 45,000 and 100nm coverage from 45,000 to 60,000.

OSHA: Mike Odryna (ZBW) is the Chairman of NATCA's OSHA Committee. He has provided an update for the membership.

New Orleans Lakefront Tower Mold Issues

The first stage had included removal of failed caulking and the application of an exterior sealant. This process will take several weeks depending on weather. Weekly Air Monitoring continues to show interior mold levels at acceptable levels. To date the contractor has not been able to fix all the leaks in the facility, and has actually caused more. The project to seal the exterior of the Base Building will continue. Once completed a project to remove all areas affected by mold in the interior of the building will begin.

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

Dallas Love (DAL) Tower Mold Issues

An ongoing water intrusion issue is being investigated at DAL Tower. Several employees had voiced concerns about the IAQ at the facility that is caused by areas within the facility that have been showing signs of Water Intrusion for many years. The Agency hired an independent Certified Industrial Hygienist (CIH) to investigate. The CIH found an area within the Breakroom that showed signs of mold. Also, areas in the stairwell that appear to have been moist in the past. They

also identified areas outside the tower where the chalk is failing and must be repaired. The Agency is working on a plan to move forward.
POC: (Shannon Smith, Mike Odryna)

Great Falls (GTF) Tower/TRACON Mold Issues

Shawn Kramer received reports of water continuously infiltrating the first and second floors of the facility at Fort Smith. It turned out that TechOps was aware of the problem and allowed it to continue with plans to fix it in the next fiscal year. The FACREP was instructed to immediately file a UCR. Subsequently the FAA appeared on site to initiate a short-term fix to the leaks and remove the wet sheetrock and carpet.
POC: (Shawn Kramer)

Indoor Air Quality (IAQ) MOU Webinar

The OSHA Committee, along with Geoff Bacci, held a webinar regarding the Indoor Air Quality MOU on December 15th at 1pm Eastern. The telecom was well attended and fostered many good questions. We will be redoing the webinar again on Feburary 9th at 2PM Eastern. Watch for posting in the NATCA Insider and the OSHA Committee Facebook page for registration information.
POC (Mike Odryna)

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)

ALB ATCT Water Intrusion and Mold

The Agency along with NATCA continues attempts to determine the source of chronic leaks in the Tower.
POC: (CJ Jacques)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout December and January in the Great Lakes, Eastern, Southwest, Central, and Southern 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. An updated list of training available for all NATCA OSH Reps will be available ASAP

POC: (Mike Odryna, Dominic Petrelli)

Bargaining Unit Reps/QCG Inspectors and/ SECM Meeting

Mike Odryna, Dominic Petrelli, Matt Tucker and CJ Jacques will be attending a joint BU/QCG/SECM meeting in Atlanta the week of Jan 23rd. Discussion will include OSH Support and QCG WIT inspection procedures.

POC: (Mike Odryna, Dominic Petrelli, CJ Jacques, Matt Tucker)

National OSHECCOM Meeting

Mike Odryna, Dominic Petrelli and Larry Trottini attended a special National OSHECCOM meeting on January 10th. The topic of the meeting was to continue to resolve on going open issues.

POC: (Mike Odryna, Larry Trottini, Dominic Petrelli)

Current Facility issues being worked by the committee and others.

FAY: Fumes	NEW: IAQ Mold
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
NWM Regional Office: Water Quality Issues: New Regional Office Build	New NWM Regional Office Design
DAL ATC: Water intrusion and Mold	SGF Mold/IAQ
HSV: IAQ, Fumes	ZAN: Seismic Upgrade
DSM SSC Office: Comprehensive Mold Evaluation	FSM: Water Intrusion, IAQ
NWM Regional Office: Water Testing	SGF ATCT: HVAC Project
GTF: Mold	Cape TRCAON: Sewer flies, Odor, Plumbing issues.

Mansfield Tower: Water, Security, FLS	ZAN: Drinking Water Issues

Traffic Flow Management System (TFMS): Brian Campos (DCC) represents the NATCA membership as their Article 114 Representative to the TFMS project. His report is below.

Early December Deployment team met with NASA engineers to look at results on the Overview of Integrated Demand Management (IDM). Although outcomes were strictly looking at a single baseline TMI application, it deemed necessary to prove a baseline leading to understand the overall system integration complexity of TMIs with everything it touches. A simple baseline of TBFM's scheduling window of check box "On" or "Off" proved as predicted. It also concluded that a varying approach of selecting "on" or "off" based in a timeline through an event, might be the better outcome than the current rigid default setting. This will require TMC's to have increased training which is something that has its own troubles in getting adequate support. This due to an unstructured TM culture of many TM Units with high turn-around and lack of some permanent culture to keep a proficient knowledge base with complex TMU software managing a complex system. If this doesn't change, TMU's will be more reactionary to managing buttons then to what is behind the button and how to use the tools in a varying approach as NASA suggested.

Most of the TFMS DT time has been creating the Route Amendment Dialog ABRR/PDRR workshop training scheduled for January for 44 TMC/S. This was something the Program Office was trying to get done with 2 CBIs but pressure to produce better outcomes rather than a checkbox forced change. A 26 Chapter, 2-day workshop course was created by the TFMS DT to be administered for the 44 TMC/S. The course includes when you get into trouble, ways to get yourself out of trouble when using the RAD. It also include how the tools is used systemically with local use.

The first week has just been completed on 01/12/17 with three more weeks of classes to go. The results have been highly favorable from the TMCs which is our main target group. FTRs from each facility were invited to attend and their

presences have been very useful in seeing the ERAM side of the TMC's actions using the RAD tool. Some FTRs spend a lot of time in the TFMS lab to understand the workload back and forth to ERAM. All TFRs signed up to come to the workshop.
Roadshow traveling workshops are being planned for the spring where 2 teams travel to cover all 20 centers to discuss further the use of the RAD tool along with CTOP possibilities for the summer. This is still a work in progress over the next 5 weeks to run in March and April.
TFMS patch P6 was released on Jan 13th, Friday and P7 on the 14th. P6 was a regular patch that got delayed due to the system being busy and P7 was an emergency patch to fix a recent TFMS/FSM believed problem. One of the deliveries was for recent AFP failures which has caused a lot of turmoil.
A number of hypotheses have been stated with no real proven solution from third party. Only suggested exploratory fixes have been the path so far.
First it was believed an ECR change during a revision locked up everything the first time but that seemed to be false which is the P7 fix.
Another was pointed to the way we were putting out the revision of the AFP (airspace Flow Program) taking to long and not turning subs off. The testing at WJHC showed initially not turning off the sub did not cause the problem. It did not cause the error but more analysis is expected to come back by the 17th.
Another fact showed up pointing to a dropped flight during a revision caused the system to lock up. This was a flight that was first in the AFP then during the revision, it left the AFP as a DO Dropped flight. This testing is still happening at WHJC as of Jan 13th.
It is believed these problems have always existed. It wasn't that noticeable since during ground delay programs and ground stops the automation process happens very quickly. However, in a revision of an AFP of a 1000 flights or more it can take up to 2 minutes but on these days, it took up to 7-10 minutes. This allowed the system to be pinged by many things before completing its task. More information will come out this week.
This points to the delicate problem surrounding TFMs and may continue until TFMS gets a real overhaul, not just patch work which today is built with many fragments of language, some COTS software and pieced systems to perform. The approach of adding bells and whistles pressured by outside influences instead of building a sound integrated platform with well supported follow up enhancements will continue to make the system brittle.
The new RAD tool, with ABRR/PDRR, will be the impact on the system Jan 23rd. It is unsure how the overall effect of the NAS can perform with it since a real system condition cannot be met in the current lab. They have problems at the lab just to do the current testing with bouncing data from one server to the next.
On another note, the Command Center is planning to run CTOP this summer which can be built off a multitude of FCAs like AFPs with auto revisions causing massive refresh if that is the intent. My position is if they plan to do so, to do it a

little at a time to explore the entire systems weak spots before pursing something overly complex. If anything comes from these unfortunate events and future strains like CTOP, it will be an action plan to fast-track a better TFMS platform with a better funded path for enhancing properly.