NATCA Safety & Tech Update
Week of January 22, 2018

FLOW EVALUATION TEAM (FET): Tony Smith (DCC) is the Article 114 Representative to the Flow Evaluation Team (FET) for Collaborative Decision Making (CDM). His report is below.

> The CDM/FET subgroup had our January and February meetings canceled because of budget constraints limiting travel. Once a budget is passed that allows us to meet, we hope to resume work on the use of the Airborne Reroute (ABRR) and Pre-Departure Reroute (PDRR) capabilities when they come on-line at the Centers. Our next meeting is expected to be a Human in the Loop (HITL) testing of the Integrated Departure Management (IDM) tool with NASA. That testing is being planned for March 20-21, 2018

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is the Article 114 Representative for Navaids Monitoring Equipment (NME), Integrated Control Monitoring System (ICMS) and Remote Radio Control System (RRCS). Ms. Conrad's report to the membership is below.

> ICMS
>
> ICMS warranty was renewed: In the renewing of the warranty it was determined that in order for ICMS to be on critical power, power supplies must be upgraded. NBP is currently working with FAA to accomplish this under the new warranty. This will hopefully help in some of the unexpected shut downs that have happened in the past.

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 help 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 will be held in February.

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 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)

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

SURFACE CONCEPT TEAM (SCT): Kyle Andrews (ORD) is the NATCA Representative to the Surface Concept Team (SCT) for Collaborative Decision Making (CDM). Mr. Andrews forwarded the information below for the membership.

> There have been no meetings or updates for the Surface Concept Team since the last submitted report. A meeting is scheduled for January 22 and 23 in which I will participate via telcon. Although there were assurances given by the CDM office that the moratorium on project travel would lift at the beginning of the calendar year, the office has since extended the travel moratorium until at least March. The new FAA project lead, Brain Gault (STMC at DTW), took his position in September and has yet been able to travel to either of the two meetings that took place in November or December, and will not be able to travel to the January meeting. Understandably, he is increasingly frustrated at the lack of support from the Project Manager, Greg Byus (ATCSCC), since Brian is being asked to lead a group that he is unable to meet with in person. A full accounting from Greg Byus as to his management of the CDM program would seem to be a reasonable request.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Aaron Rose (NCT) is the TAMR Article 114 Representative for NATCA. His report to the membership is below.

Terminal Automation Modernization and Replacement (TAMR)
Article 114 Aaron Rose (NCT)

Things are ramping up on the TAMR front once again after the New Year. Upcoming on Feb 11th is the consolidation of Cape TRACON (K90) into Boston consolidated TRACON (A90). Curt Fisher (A90 FacRep) and Scott Robillard (K90 FacRep) have been working together now for years and with the exception of some adaptation issues the process has been pretty smooth.
Bill Spence (BTV) completed the last R4 software briefing at Easton, MD. This completes a major undertaking, which included 98 facilities in just over a year.
Mr. Rose has started the coordination to adapt more colors on terminal displays. In addition, coordinating the future use of QWERTY keyboards instead of ABC keyboards.
Traverse (TVC) is the first STARS LITE, which will become a remote tower. The agency has made it a priority to transition all STARS LITE and ARTS 1E facilities into a full STARS facility. There will no longer be STARS LITE or ARTS 1E facilities in the NAS. Each facility will become a remote tower off a parent TRACON. Robert Faulkner (D01) is leading the NATCA TAMR team in this effort.
Mr. Rose attended two TAMR hardware telcons. Discussed the new Tower Display Monitors (TDM) and how to test. Also, the testing of new optical trackballs, which will replace the current model on STARS. This will make cleaning and maintenance procedures easier. Fewer failures throughout the NAS.
Took part in Western and Central Service Area TAMR deployment telcons weekly, TVC STARS LITE kick-off telcon, System Technical Reports Working Group (STRWG), TAMR weekly PMO telcon, HUF IOC planning telcon, Moline post IOC telcon, TAMR Risk Board, Segment 2 NATCA telcons, and worked collaboration white paper for NATCA National.
Mr. Rose attended the first week of the Terminal Spacing and Sequencing (TSAS) Early User Involvement (EUI) demo. Working with the professionals from the TSAS team was a pleasure. There were some issues during testing but the team is well on the way to producing a quality product. TSAS will be in R8 software and slated to be key sited at Phoenix TRACON in early 2019.
Mr. Rose and Kyle Ness (M98) attended the Program Trouble Report Workgroup and a development and deployment meeting on 01/17 for the R8 software build to ensure STARS is ready to support TSAS.

TAMR NATCA Training submitted by Ross Costa (RSW)

In mid-December, Bill Spence and Ross Costa met in Florida to review and complete the transition of NATCA TAMR training. Both discussed a number of items that are currently being worked, including but not limited to, new tower training course, SPOT (Scenario Processing and Organization Tool), and current training briefings for TAMR IOC. During the briefing at PIA, Mr. Costa met with Raytheon and TAMR training to discuss how the training briefings generally run, including lessons learned. Additionally, discussed some items that are being worked by TAMR and the training plan for future software releases. Unfortunately, Mr. Costa was not able to meet the TAMR Training Management lead but planning on having a face-to-face in an upcoming meeting.

A demonstration is being scheduled for Mr. Costa to observe SPOT. Contacts at Jacksonville Center will provide a capabilities demo and general overview.

Briefings:

PIA 1/10/2018

Upcoming briefing at JAN on 1/25 may be delayed due to the expiring CR.

TAMR Deployment and Common Terminal Digitizer (CTD) Update Submitted by Jim VanZee (GRR)

January is a rather slow month for TAMR activities as things spool back up from the end of the holiday season and getting groups (TSLE, ES, OSF, etc.) back on site at facilities with ongoing work. We are working with the Program Office and ES on the logistics related to complexities involved with the 804 sites (A90, AZO, CLE, and BUF).

January significant TAMR activities:

Equipment deliveries

- Monroe (MLU) 1/9/18
- Elmira (ELM) 1/22/18

Site Surveys (Tech Refresh)

- Rochester, MN (ROC) 1/10/18
- Tucson (U90) 1/17/18

Work continues toward deployment of the CTD (Common Terminal Digitizer). A user evaluation is scheduled for the of week 01/22 in Rockford, IL. This hopefully will allow us to lower all but one PTR to an acceptable priority level that allows for an In-Service Decision for the key sites. The last remaining PTR relates to false weather (AP). The resolution path for this issue is a new software build from the vendor, with an interim mitigation that defines a path for Air Traffic at the facility level to identify, and subsequently not issue, false weather that is displayed on the STARS presentation.

TAMR Software/Hardware Report Submitted by Kyle Ness (M98)

System Technical Reports Working Group (STRWG)

Stakeholders are reviewing a software change that will force indications in the System Status area when important safety functions have been disabled system-wide – Conflict Alert, MSAW, etc. Stakeholders are also working their way on two new Conflict Alert algorithms with the MSAW/CA board.

MSAW/CA Board

Frequently terminal facilities ask why CARTS/STARS doesn't provide the controller an MSAW alert when aircraft violates 1,000 foot vertical and 3/5 nm lateral obstruction clearances noted by the 7110.65. The answer is that MSAW monitoring employs altitude data considerably different than the Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) to generate alerts. To help all facilities and controllers better understand how MSAW works, Mr. Ness reached out the NATCA Partnership for Safety representative, Chrissy Padgett, in hopes of delivering some MSAW related information via PFS presentations. Chrissy Padgett and Mr. Ness are currently developing briefing material.

Operating Testing and Evaluation (OT&E)

February and March are going to be busy months for NATCA SMEs. Two software builds will be tested in addition to Tower Display Monitor (TDM) evaluation.

S6R4c testing has been rescheduled March 5-9

S6R7 testing February 12 – March 9

STARS system archive testing February 26 – March 16

STARS Enhancements 2 Accuracy Exercises March 19-23

Program Trouble Report Working Group (PTRWG)

Meeting is scheduled January 18. SMEs from M98, NCT and D10 will be attending via go-to meeting.

Software Planning Board (SPB)

NATCA has requested the board to consider several STARS software changes for integration into upcoming software builds. Some of these improvements are long needed but have been overshadowed due to the importance of deployment related software changes over the last two years

Operational Support Facilities (OSF) Update Submitted by Scott Kendrick (North Texas-OSF)

- STARS E2 Terminal ATC Capability telcon that is working on final requirement question and clarification to incorporate Merging and Spacing, Sequencing Tools into STARS.
- Attended TAMR/ STARS TSAS telcon continuing to work issues on deploying "TBFM in a box" simulator to sites and OSF's along with potential upcoming issues.
- Traveled to the WJHTC for the S6.R8 TSAS Early User Involvement testing event 1/17 – 1/25.
- Attended the STARS/TAMR Program Trouble Report Work Group (PTRWG) telcon – Reviewed and ranked current PTR's.

- Attended telcon TIM discussion on System Status Indictors to be displayed in the SSA used in STARS
- Attended the System Technical Reports Working Group (STRWG) stakeholder's telcon and reviewed thin specs for requested changes to STARS software.
- Attended the TAMR Look Ahead, TAMR TAGUP and OSF Technical telcons.
- STARS Strategic Planning Meeting (SSP): Coordinate and get feedback on integrated hardware and software planning among TAMR stakeholders, identify risks to the hardware and software plan and propose risk mitigation solutions with the stakeholder's input.
- Attended the STARS Pre-CCB telcon: bring forward potential Change Control Board (CCB) changes and adjudicate the benefits and impacts with all stakeholders.

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the Article 114 Representative for TFDM. Mr. Baugh's update is below.

Terminal Flight Data Manager (TFDM): Matt Baugh (IAH) is the TFDM Article 114 Representative. His update for the membership is below.

Being the first update of the year, I would like to take this opportunity to thank my NATCA brothers and sisters on the TFDM team for all of their hard work, dedication, professionalism, and knowledge. Jim, Louis, Kelly, & Ray, I could not have gotten this far without your efforts. Along those lines, I would like to introduce two new TMC members to the TFDM NATCA team; Robert Berrien from DTW and Erin Murdock from PHL. They will be heavily involved in the development of Build 2, which will include the surface metering and situational awareness tools. With the final implementation of these capabilities, when added to the integration of TFMS and TBFM, we will be able to meter from gate to gate, and not just at FL330.

In early January, the TFDM team met with the Traffic Flow Management System (TFMS) engineers and kicked off our work together for the Surface Viewer that both teams will develop for the TRACON's and ARTCC's. Towers will also have the surface viewer available but it will not interface with ASDE-X. There will be many more meetings over the course of the next year in order to finalize the product. The intent of this capability is to allow the overlying facilities to see the surface as those in the tower see it. This will hopefully lead to better communication and tactical decision-making.

There is a new risk with TFDM concerning the interface of ATD-2 and AEFS in CLT. The Authorizing Official Designated Representative (AODR) notified the program that the local AEFS/ATD-2 interface at CLT might not be approved. If that were to happen, the AEFS/ATD-2 interface would need to be routed through a NAS Enterprise Security Gateway (NESG), which will require the site getting a new FTI connection. A process which can take anywhere from 6 months to a year. It's too soon in the process to tell how much this could slide the AEFS/ATD-2 interface schedule, but we are working with the right people to make that determination as quickly as possible. If the schedule does slip, not only would the interface in CLT not be realized on time, but also the benefits and lessons learned from such a monumental task would not be garnered by TFDM for when we are scheduled to subsume AEFS & ATD-2 in 2021.

There will be a System Requirements Review (SRR) this week with the NATCA, the FAA, and Leidos. During this process, we will attempt to finalize all of the build 2 requirements. Those that cannot be finalized during the week will be passed on the appropriate work groups to be wrapped up over the coming months and during the build process.

Advanced Electronic Flight Strips (AEFS)

NATCA and AJV-7 (Requirements) will be going to the Tech Center the first full week of February for initial AEFS testing of build 5.4.0.0. Additional suitability testing for that build will be March 12-16, with additional participants from the field. CLT will be the key site for this build, as it has numerous ATD-2 specific changes.
Build 5.5.0.0, which will have more integration capabilities with ATD-2, is schedule to go through it's initial shakedown testing at the tech center in the middle of June, with official suitability testing scheduled in early August.

- CLT
    - The list of data elements to be exchanged between ATD-2 and AEFS has been finalized by NATCA, AJV-7 (Requirements), and NASA. There will be additional meetings between the technical teams to work out the finer details of the exchange.
    - Site testing is currently planned for the newest build 5.4.0.0 the week of April 2-6.
- PHX
    - Nothing new

- CLE
  - All personnel at CLE have now been trained on build 5.3.0.3 Drop 7, which had additional bug fixes to increase the systems stability.
  - CLE has now begun operational use of this new drop and has found no issues thus far.
- LAS
  - Nothing new
- SFO
  - Nothing new
- EWR
  - Nothing new

SWIM Visualization Tool (SVT)

ZBW still has to get us the IP addresses to the hardware they would like to have SVT displayed so that Harris can begin to onramp their adaptations. We are still on track to meet ZBW's Initial Operating Capability (IOC) of March 1st.

There has been no update on the SDF request for a 42 display to place in their operating area so that the controllers can have more of a real-time view of the airport surface area.

Some progress has been made in getting HOU, IAH, and ZHU set up with SVT. Official requests from the facilities and region have been made and a Needs Assessment Program (NAP) entry has begun. It is yet to be decided where the feeds will be coming from, as none of these facilities were on the original waterfall. However, I90 has SVT and is currently only using 2 of their 6 allowed IP addresses.

TIME BASED FLOW MANAGEMENT (TBFM): Matt Gammon (ZID) is the Article 114 Representative for TBFM. His report to the membership is below.

TBFM Report for January 2018

TBFM/TSAS Article 114 Rep Matt Gammon (ZID)

Members of the TBFM National Ops Team travelled to New York Center the week of 1/8 to work with TMU representatives from New York TRACON (N90) on their Newark TBFM adaptation. Much of the previous suggested route adaptation work was already complete and N90 also created new configurations for RWY 22 and 4 that will be utilized during heavier volume periods. The team was able to look at these changes as well as start to look at the other underlying adaptation with the local ZNY Automation Staff helping. Most of the configurations needed slight adjustments which N90 specialists recommended and we all believe that overall the EWR internal (TRACON) TBFM architecture has been updated to emulate the actual operation as close as possible, which is the goal. The next step for the update of EWR arrival metering is to meet with the adjacent facilities and go over their specific architecture (ARC placement, delay distribution) and make sure that it is up-to-date as well. The team additionally took an early look at N90's LGA metering setup and we discussed recommendations for future work on that system.

Additionally, the same week members of the Ops team working on TSAS were at ZAB working with representatives from ZAB and Phoenix TRACON (P50) on their LOA changes necessary for TSAS as well as other identified items needing to be addressed prior to IOC. A lot of topics were discussed and worked on through the week including staffing, impacts to internal departures, TBFM tools necessary for +/- 30 second delivery to the TRACON as well as a number of other topics. It was identified that having TBFM SME's at P50 in the future would be helpful in continuing to identify and help with issues leading up to TSAS IOC. On the last day of meetings two Ops team members visited ABQ Tower to conduct an IDAC Pre-site survey. These initial surveys are used to explain IDAC to facilities and then get input as to where they believe the equipment should be installed.
The week of 1/15 Ops Team members were at ZLA testing the first IDAC TRACON adaptation with representatives from ZLA and SCT. The adaptation that was delivered was tested in the Support Lab at ZLA and seemed to be working as expected. There were a number of discussions about training, equipment, and other items that need to be addressed for rollout into operational use. A training/implementation week was set for February and Ops Team representatives will be at ZLA and SCT for this activity.

The same week MITRE held TBO Scenario Walk through scenarios in which Ops Team members participated and there was a TSAS Early User Interface that was held at the Tech Center. As TSAS development continues it will be important to get as many eyes on the system as possible because there are a lot of questions being asked to Operation personnel on how the system should work.
The remainder of January the Ops Team will be at ZAU to finish adaptation work on their Enroute Departure Capability, Atlantic City to test the upcoming 4.8 system release, PHL TRACON to take an initial look at their PHL arrival metering system, and perform IDAC Pre-Site surveys at ELP and TUS.

WAKE TURBULENCE: John Murdock (PHL) is the Article 114 Representative to the Wake Turbulence Office for NATCA. His update for the week is below.

In January, NATCA participated in a SRM Panel for the proposed consolidated wake turbulence separation standard. The panel did not complete the SRM process. During the panel, there was much discussion about lack of reports and reference data to make decisions with. Also, the proposed wake turbulence separation changes were amended and changed during the panel. The panel plans to reconvene February 8th & 9th to complete the SRM process.

I traveled to D21 (Detroit TRACON) and participated in an initial meeting for implementation of Wake RECAT 2.0 appendix B. I do believe that implementing any iteration of Wake RECAT is a poor decision on the Agency's part. We are currently working towards a consolidated Wake Turbulence separation standard for the NAS and NATCA believes that a common standard should be implemented going forward.