NATCA Safety & Tech Update
Week of January 8, 2018

ATO OPERATIONAL CONTINGENCY GROUP (ATOC): Jason Grider (ZFW) is the Article 114 Representative for NATCA. Also, included in Mr. Grider's duties is Article 114 representation for the Business Continuity Plan (BCP). Mr. Grider's report for this month is below.

> Mr. Grider spent most of December at FAA headquarters and the Command Center working with the ATOC team to develop a guidebook for the development of ARTCC contingency plans. The intent of this guidebook is to provide a step-by-step instruction manual for building OCP's that can be implemented during a facility ATC-0 event.
>
> Mr. Grider also met with members from AJI to begin discussions on what training requirements and needs will have to be addressed to allow for controllers to safely implement contingency plans. AJI was very helpful and has agreed to work collaboratively with NATCA to design new training programs and requirements to allow controllers at support facilities to work air traffic in divested airspace. The workgroup plans to get together in January to define all of the requirements.
>
> Mr. Grider along with other members of the ATOC team met with members of the oceanic contingency workgroup to help define the scope of the work needed to build OCP's for an outage in oceanic airspace. The group has agreed to meet sometime in January to continue this work.

AUTOMATED TERMINAL PROXIMITY ALERT (ATPA): Mike Sanders (SCT) represents the membership as the Article 114 Representative for ATPA. Mr. Sander's report is below.

> We are in current development for controller training in an ELMS course that was projected to be completed in December 2017. There was a decision to pause the eLMS course development in December to preview existing CBI/Instructor lead training provided by Raytheon to determine if it was adequate and covered all objectives. It has now been decided to continue completion of the eLMS course, which I support entirely. Completion and fielded projection March 2018. I will be working to see how to modify certain content in the Raytheon product to bring it up to our (NATCA) standards as well.
>
> Any facility that would like to turn ATPA on, please contact me so we can go over adaptation options. That way when the ELMS/CBI training is completed your facility will be ready.

DATACOMM: Chad Geyer (ZLA) is the Article 114 Representative for DataComm. Below is his update.

> Controller Pilot Data Link Communication (CPDLC) sites are now sending over 40,000 clearances a week. These clearances deliver a benefit to flying public as well as controllers and pilots. CPDLC is used by 12 US Carriers, 40 International Carriers and over 100 Business Aviation users. There are 56 different types of aircraft that use CPDLC.
> As of November 2017 over 1.8 million flights have received a CPDLC clearance and delivered benefits to over 262 million passengers.
> Over the last 6 months it is estimated that over 66,000 minutes of time on frequency was saved and that more than 2700 possible hear back/read back errors were prevented.
> It is also estimated that the CPDLC delivered over 10,000 minutes of delay savings.
> None of these benefits could have been realized without the dedicated work of all of our NATCA Subject Matter Experts and the Local Article 114 teams at the facilities. Collaboration with the agency is showing a benefit to all. Most of all though, these benefits would not be realized without the hard work and dedication of all the NATCA Bargaining Unit Controllers in the field. Thanks for all you do.

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

> All 20 ARTCC's have completed transition to EAD700 ERAM software.
> ABRR/PDRR continues to be turned on nationally, with nine sites remaining. The remaining nine sites will be completed by April 2018.
> The EnRoute Automation Workgroup (ERAW) decided on an EAD700 filed fix for the following items:

Issue ID	Change Type	Associated PRs	AIMS Title
183121	SWPR	E80732	ZTC_ERAM: ZTC: Change DAM to avoid processor reboots due to DSI_PROC errors
184982	SWPR	E81342	ZOB_ERAM: New Linux Ds flight strip printer errors upon cutover
185577	SWPR	E81428	National ERAM: ZAB Linux failure scrollbar hidden uses device type instead of device number

185674	SWPR	E81471	ZOB_ERAM: Multiple Linux D-Position DVu Failures
176078	PRED	E78750	ZID_ERAM: ZID ERAM EAD600

The following is a sample of issues the National User Team worked on during 3 telcons in December:

ICAO Full Template

The task team briefed on the updated version of the use case, it looks to improve the functionality of the ICAO full template. The team will continue to work this use case.

ER 178141 FDB Overlay Leader Line

The final CHI for the FDB attachment points was reviewed. The team was in agreement with the final product. No further user team action is planned.

ER 179247/179366 Altitude Menu Typing Buffer Replaces Altitude Menu

The final CHI for the Typing Buffer attachment points was reviewed. The team was in agreement with the final product. No further user team action is planned.

ER 178950 Data Com /U key adaptation request

The team discussed the ER, to disable the /U command, and determined that no further work was need.

This is corrected with PR E78750, which is packaged in EAD703 Field Fix

Auto Point Out

If ARTCC A Points Out to ARTCC B, then ARTCC A Hands off to ARTCC C, ARTCC C accepts Handoff, ARTCC B cannot accept Point out using the ACL or Fly out menu as the CID is gone and ERAM is not looking at AID. There are 3 ways that the ARTCC B controller can acknowledge the point out in this condition:

1. QP A AID or
2. Drop Flight Plan from ACL then recall it or
3. Drop Data Block then bring it back up.

This is corrected with PR E78201, which is packaged in EAE100.

A184892 D-Side Tech Refresh Strip Printing

The team was briefed on an issue discovered in EAD700 Linux processors affecting d-side strip printing. Upon promotion of a channel from pending to Backup, the flight strip printers will be degraded and not print strips for up to 5 minutes.

This is corrected with PR E81342, which is packaged in EAD703 Field Fix

Electronic Horse Collars

The team discussed the alternatives for display functionality of the checklists. The agreement was to move forward with one Force On option, amended language was sent to the team for review. The highlighting behavior will remain the same as it is in current functionality.

ER 179415 Add indication of Sat-Comm Equipage to datablock

The team discussed the draft problem statement, its desired behavior is to provide an FDB and ACL indication for a particular aircraft if J5 or J7, indicating Sat-Comm equipped, is filed in ICAO field 10a.

Stars Enhancement 2: 4th Line

The draft use case was discussed; it describes a new functionality for 4th line data to be coordinated between ERAM and STARs. This is the first of four use cases for new functions between ERAM and STARs.

ER 184929 Emergency Airport Runway Length

The team discussed and reached consensus on the problem statement, its desired behavior is to change the current method of rounding to truncation in hundreds of feet for the National Adaptation Runway Length Data.

ENTERPRISE-INFORMATION DISPLAY SYSTEM (E-IDS): Amanda Hodge (ZOA) is the Article 114 Representative for Enterprise-Information Display System (E-IDS) work. Ms. Hodge's report for the membership is below**.**

Background: The Enterprise Information Display System (E-IDS) project aims to replace all existing IDSs in the NAS, providing the Agency with one enterprise solution across facility types. While some customization is necessary and should be available, one system will reduce overall costs for upkeep and training, and resolve the upcoming end-of-life issues we have with our current IDSs in the field (IDS-4, ERIDS, etc.). The project is working towards finalizing requirements by the summer of next year, with a contract scheduled to be awarded in 2019.

Due to holiday leave and moratoriums, there are few updates to report on the project. The scoping document governing the future use of Cadre and SMEs is at HQ for final review. After that is finalized, we can move forward on future E-IDS SME and Human Factors work.

Upcoming activities:

- Tower and TRACON demo work with SMEs (ongoing)
- En-Route focus group and demo work with SMEs (ongoing)
- Human Factors workgroups NATCA, FAA, and PASS

FLIGHT DATA INPUT OUTPUT (FDIO): Corey Soignet (LFT) is the FDIO Article 114 Representative. Also included in Mr. Soignet's duties is Article 114 representation for the Electronic Flight Strip Transfer System (EFSTS). Mr. Soignet forwarded the information below for the membership.

FDIO

The first article testing is still on going. The FDIO Team is now dealing with numerous software tweaks to the new printer. To date BOCA and the FDIO Team are correcting all issues then multiple tests are done to ensure the printer is working properly. The key site install was slipped back again to mid 2018. The plan is to have 5 key sites consisting of a Tower and TRACON and due to their unique printer demands we are also planning on using Honolulu, Alaska and Puerto Rico.

EFSTS

There is nothing to update at this time.

FIDI

There is nothing to update at this time

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.

The IDSR program office has not met since the middle of December due to the holiday season. At this point the new software build is still on track for a spring delivery date for testing.

The new operating system remains a technical problem. To this point in time no one has figured out a way to upgrade the OS without taking the system off line for an unknown length of time. The impact on a small network (such as CID or even PHL) might be contained to a few hours to overnight outage but someplace like I90 or SCT would takes days using the present procedure. This was an oversight during the system design process and options are to be debated (as a priority) during the beginning of 2018. The OS upgrades not only contain performance fixes or improvements but also more importantly from the FAA's point of view the upgrades will contain needed security updates.

NAS VOICE SWITCH (NVS): Jon Shedden (ZFW) represents the NATCA membership as their Article 114 Representative to the NVS project. His report is below.

NAS Voice System (NVS) Factory Acceptance Testing (FAT) Dry Run ended June 23rd. The system still has stability problems so Harris will continue working on defect resolution prior to starting formal FAT. Formal FAT was scheduled to start July 18th, but has been officially delayed. We will meet in Washington, D.C. next week to discuss the schedule with Harris in detail.

Mr. Shedden will be in Melbourne, FL participating in Release 1.1 Stability Assessment Testing (RSAT) January 29th - February 2nd.

Next Generation Air-Ground Communication (NEXCOM) continues deployment of new CM300/350 V2 radios to terminal facilities across the country. Some terminal facilities in the NAS using very old radios hear a pop back or "squelch tail" when they release their transmitters. The new radios being deployed under NEXCOM Segment 2 do not have this "feature" as the squelch tail is generally regarded as undesirable in radio communications. This issue has cropped up twice now during deployment and the program office should brief future affected facilities prior to install.

NAS Voice Recorder Program (NVRP) is the replacement for existing NAS voice recorders (DALR, DALR2, DVRS, DVR2). The Program Office presented to the JRC and received approval to proceed to Final Investment Analysis, leading up to the Final Investment Decision. Key site for NVRP will be Seattle Center in the 2018 time frame.

NVRP is currently in the source evaluation phase.

Grand Rapids Tower/TRACON (GRR) is reporting multiple issues with their aging voice switch. There's one outstanding issue where a RADAR site is causing interference in the Tower Cab. That issue continues to be worked.

Springfield ATCT (SGF) has been having issue with their newly installed IVSR. There was a telcon on November 22nd discussing the issues with the facility. Monique Pauley (2nd Level Support - IVSR) may be traveling to the site to assist with their issues.