

NATCA Safety & Tech Update
Week of July 16, 2018

TIME BASED FLOW MANAGEMENT/TERMINAL SEQUENCING AND SPACING (TBFM/TSAS): Matt Gammon (ZID) is the Article 114 Representative for TBFM/TSAS. His report to the membership is below.

The week of June 4 was a scheduled Ops Team Meeting in JAX. This meeting was scheduled concurrent with numerous Ops members already in the area for IDAC Site surveys at ZJX, JAX, and SAV. The meeting was canceled by the FAA/AJV8 last minute due to “optics”.

Week of June 11: A few members of the Team were at ZNY to give a TBFM Training presentation, and to receive a demonstration of ISIM. This is all part of the NEC development.

There were also IDAC Site surveys at ISP, MDT, and ABE in preparation for the IDAC installs scheduled for late 2018.

Week of June 18: Two members of the Ops Team attended a GIMs demonstration at the Tech Center.

Several members of the Team conducted a Site survey at MCO in preparation for the IDAC install, expected late 2018 as well.

A larger group of the Ops team met with representatives of ZOB for two days, June 20-21st 2018. The facility was represented by members from Traffic Management and FAST. The Ops team provided and in-brief discussing objectives and plans. The objective of this visit was to discuss and observe ZOB operations in reference to PHL arrivals and determine what needs, if any, the facility would need to support metering into PHL. All in support of the NEC.

Ops Team members were at ZDV during the week to work with ZDV FAST and ZDV TMU. The purpose of the meeting was to help facilitate ongoing development and changes to the XM (extended metering) environment ZDV uses with ZKC and ZAB for the SE arrivals into DEN. This work with help from the MIST Team will continue through Oct 2018.

Week of June 25: The Ops team spent three days at ZNY in support of the NEC and PHL arrival system. On day one, the Ops team provided an in brief for all members present with an overview of what the Ops team has already accomplished and a plan moving forward to improve the arrival system for PHL. The group collectively worked on prioritizing work to be addressed during this site visit. The highest priority was to review the “Trapping” issue with PHL arrivals. The Trapping issue refers to the way certain aircraft were “hard coded” into the TBFM system to be assigned the secondary runway. Extensive work was accomplished on the runway decision tree and appears to have solved this issue. There will be future visits needed to work on Nominal Interior Routes, TBFM configurations as well as refining the Matrix to go along with these configurations.

The Ops Team also had members in ZOA to observe the new IDAC adaptation and customization files that were loaded onto the TBFM system. This is in preparation for the IDAC Training and turn-on scheduled for the last 2 weeks of July at SFO, SJC, OAK, RNO and SMF.

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.

Due to heavy thunderstorm events for the entire month of June, no time-off was available from the operational floor to conduct any meeting or discussions relating to TFMS Deployment topics currently in process. Current topics waiting further interactions are with the Surface Viewer, TFMS Tech refresh deployment, regression testing overhaul and AIMS ticket review.

TFMS DT team meeting at the WJHTC (Tech Center) was canceled due to summer time staffing unable to support it. TFMS DT will try to continue to conduct Go-to meetings to address tasking's.

A short discussion with some team members on the TFMS Tech refresh deployment, addressing some early thinking on content for ELMS course development. Since we are changing from current state, which is REDHAT 5 looking like REDHAT 3, to REDHAT 7, it has a noticeable different look and feel. Because of this, points were made the training should also contain how you do things today paired with how you would do that task with the new REDHAT 7. This information shared with WJHTC training for inclusion.

The June TFMS DT meetings in June were canceled and as of today, July has also been canceled due to facilities unable to release personnel from the operation to support the activity.

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

The Consolidated Wake Turbulence (CWT) order received final approval and is a published as FAA JO 7110.126.

CWT workforce training completed the last week of June and the Phoenix area is scheduled to IOC CWT on July 17, 2018. San Antonio along with the associated facilities will conduct CWT training and IOC prior to the end of July 2018.

Remaining facilities to implement CWT in CY 2018 are PHX, SAT, PCT, HNL, LAS and SEA.