

NATCA Safety & Tech Update
Week of July 2, 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:

- T26
- ATOP Tech Refresh
- ASEPS
- WP1
- Oceanic OCP

Late May ZOA came up on the latest ATOP build, T26. Minutes into the drop ATOP experience a full failure. In less than 30 minutes ZOA was able to fall back to T25 and were fully operational. NATCA, FAST, Tech Ops and the Tech center investigated and found that T26 was delivered without specific fixes needed to operate without failure. After testing and ensuring T26 is good to go, ZAN came up on T26 the week of June 11 and so far, it has been operating satisfactory. ZOA will be next the ZNY.

NATCA and the Atop program Office met collaboratively to discuss changes in the ATOP Tech Refresh dynamic. Tech Refresh brings faster processors enhanced syncing capability as well as updated hardware to the ATOP platform. The original August SSM date cannot be met and it has been agreed upon to slide that date to December. Following will be ZAN receiving ATOP TR2, followed by ZOA and then ZNY. NATCA's input was to amend the benchmark 2 months to the right to ensure the capabilities were set. The Agency documented NATCA's input and possible impacts, decided to keep the benchmark date but agreed to facilitate a NATCA/FAA test two times prior to the proposed SSM date. NATCA feels these tests will be more operationally thorough than what the engineers would test.

The ASEPS SRM report is complete and the Agency and NATCA have both discussed ASEPS with the GAO. At this time, we are waiting to hear about the investment decision for ASEPS. It is NATCA's recommendation that if the Agency does not invest in ASEPS, then the ADS-C portion of Oceanic Reduced Separation should continue to be funded and supported along with all requirements to pursue the reduced standard. Two of these requirement's important to NATCA are Oceanic Reduced Separation WX Deviations and Enhanced ATOP Trial Probe. NATCA has been involved in discussions on what other ways the NAS can utilized the capabilities of Space Based ADS-B if ASEPS is not invested in.

NATCA's Site Leads have spent significant time on multiple occasions ranking items proposed in Work Package 1 for ATOP. Because of uncertain funding, the Site Leads are brought back to the table to reevaluate the enhancements and functionalities that are needed/desired for the Oceanic Operation. Surveillance Probe is an important issue for the ZAN operation. The Agency held several meetings discussing how to build the functionality for ZAN. Once NATCA entered the conversation the functionality was clear in one meeting. ZAN Site lead is now entrenched and will ZAN gets an effective product. Another Item in WP1 will include utilizing SWIM data to accurately display SIGMETS and Volcanic activity.

ATOP has never had a viable OCP. The Site Leads are continuing to discuss and submit inputs for OCP's from Dual Channel Failures to Catastrophic geological events. NATCA has stated their position that a viable solution would take a dedicated work group.

This is the first year NATCA and the Agency has had a national Agreement for ATOP. The Site Leads are doing an amazing job. Thank you to Mark Crabtree, John Fox, and Donald white for all the hard work and long hours

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

June 2018

The ADS-B BSFS Radar Removal FID SRMD- Is under review. Eric Lambordini and I have reviewed the document with only a few comments. Once document is completed I will forward to NATCA for our records. In short, the document states that any removal of a surveillance source would require a local SRM to determine no degradation of ATC services.

E-IDS- Is a program to replace RIDS and A-SIDS and have one system for all. Amanda Richardson is our 114 rep and her and I meet last week to have a discussion on requirement for a wake timer in the system. We brought in Rich Smith from N90 to the conversation and he was able to provide us the documents necessary that did show written requirements in N-IDS. Thank you to our brother at N90.

Weather on the Glass- AJV-7 has completed most of its work on this issue. The final draft problem statement does indicate a need for more weather sources to close the gap in some facilities. AJV-7 will be looking at the issue again to address long term wx source to move away from ASR being the primary source.

iTBO (Trajectory BASED Operations) - AJV-7 is prioritizing a list of 18 gaps found in iTBO. NATCA will be scoring this over the next week and have our response submitted by July 6th.

Facility Contingency plan- Attended a meeting with Jason Grider (NATCA article 114 rep for facility contingency). The meeting was held to discuss what a tracon could or could not provide in the event of a center being relocated do to an evacuation. More meetings to come on this difficult issue.

STARS Enhancement 2 (SE2)- Terminal CHI is working with SE-2 on several concepts to assist terminal controllers. Currently we meet every Thursday via phone and webX to discuss auto point outs with center, fourth line data block exchange, airspace transfer tools. The CHI team and the NUT meet for a week in June to discuss these concepts together and how each would want to see them function. We see the benefit in the concept CHI work needs to be done to make the functions worthwhile for the controllers to use.

Terminal CHI- The CHI team is in continued work with TFD. Matt Baugh will have update on that 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.

ATPA is now available for any facility operating under a STARS platform. This entails working with your OSF and adapting ATPA volumes for desired airports and runways. Training is required for all controllers at facilities using ATPA, through a recently developed eLMS course and brief lab demonstration of ATPA entries and features. Please provide feedback on training.

ATPA is **voluntary** on part of the individual controller at his/her display. Facilities are not permitted to make any portion of ATPA mandatory.

If you have any question on training or adaptation, please contact me below.

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

Human Factors Activities

Resiliency - I attended a general discussion sponsored by the Next Gen HF division at the Tech Center. This is a group that has been formed to determine if there can be resiliency requirements implemented into new equipment designs and deployment. It is a very interesting discussion. While it is PMO and Tech Ops centric, there are a number of resiliency concepts that are bleeding over into our concept of operational resiliency. I continue to gather data and look for a solid working concept that will facilitate AJI documenting the daily instances of resilience in the NAS. This will allow us to not only see where holes in the system open up and quickly closed due to the actions and professionalism of the workforce. The idea being that these actions are rarely captured and as a result not shared.

Research Activities - I continue to coordinate with field facilities, researchers and Tech Labor for the 3 research activities that we are trying to accomplish this year. As a reminder they are Tower Visual Scanning, Performance envelope markers and Field training effectiveness.

N90 - The training standards will not be implemented into N90 this year. we will however provide a 1-day training workshop for OJTIs and trainees focusing on human performance fundamentals as they relate to performance, training and learning.

Health & Wellness

No activities this month.

Fatigue

FSSC - The quarterly meeting needed to be rescheduled do to schedule conflicts. We should be able to reschedule for August.

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

Following the INI briefing regarding the new Draft revision to Order 3900.19. NATCA is coordinating with the Agency to develop collaborative groups charged with developing 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 have been completed. Some issues are still being resolved with hopes of completion in the near future. A new HVAC system is in the design process. The design should be completed ASAP.

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 your 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 6005:

The FAA has scheduled an OSHA6005 class for the Eastern Service area (July 16-20). The Central Service Area and the Western Service Area will be scheduling classes prior to October 1st.

POC: (Mike Odryna)

OSHA Committee Webinar:

The OSHA Committee will be holding a new Webinar regarding Temperature and Humidity on July 5th at 11am. To register click on the link and fill out the form.

[Webinar Registration Link](#)

POC: (Mike Odryna)

Several ATCT have Housekeeping concerns

The Agency along with NATCA are continuing to work towards a strategy to ensure the cleaning requirements set forth in the janitorial contracts and TechOps requirements for equipment cleaning are adhered to. If you have questions regarding the janitorial contract regarding your facility, ask your manager for a copy. You can also request a copy through your local OSHECCOM. We will be holding a webinar on this topic in the near future.

POC: (CJ Jacques, Mike Odryna)

Hearing Conservation Program (HCP) SOP

The Agency briefed NATCA on a proposed HCP SOP. After reviewing all the documentation, we responded with suggested edits and questions for clarification.

POC: (CJ Jacques, Mike Odryna, Dominic Petrelli, Nicole Vitale)

Northwest Mountain new Regional Office

NATCA is tirelessly fighting to ensure the ANM regional office is safe for our Bargaining Unit Members. We are still waiting on sufficient drinking water testing among other issues.

POC: (Mike Collins, Sal Holquin, Mike Odryna, Phil Barbarello)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout April, May and June 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. For a list of approved training send an email to OSHA@NATCA.NET
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)

Public Access Defibrillator Program

If your facility needs PAD training, follow this link to request a training class.
https://employees.faa.gov/org/linebusiness/ato/operations/technical_operations/atc_facilities/eosh_services/osh/faid/

POC: (Mike Odryna)

Current Facility issues being worked by the committee and others.

FAY: Fumes	NEW: IAQ Mold, Build back, New HVAC
PAQ: Asbestos	CMI: Roof Replacement, Mold Remediation
GRR: Odor, ASR Contamination	ARR: Overall Facility Condition
NWM Regional Office: New Facility Walkthrough and Move in	PHF: Mold/IAQ
HSV: IAQ, Fumes	FSM: Water Intrusion, IAQ
DSM SSC Office: Comprehensive Mold Evaluation	SGF ATCT: HVAC Project
GTF: Mold	Nome: Asbestos in the floor tile Mastic, REHAB
CRP: IAQ	PTK: Mold Remediation
DTW: IAQ Investigation	Tallahassee: Water Leaks
JNU: REHAB Issues	PHL: Overall House Keeping, Rodents
ABE: Overall House Keeping, Flies	BRW: Ongoing REHAB, Mold, Open Walls, Broken Walkway
MFD: Mold Remediation	KTN: Facility REHAB
PIA: Water Mold, Overall facility	Minneapolis TRACON: OSHA

condition	Inspection
FMY: IAQ, Roof Project	OMA: water intrusion, mold, window replacement
AUS: Fire Alarm Issues	LEB: Water Quality
GSO: Water Intrusion	LAX: Mold & Water intrusion Issues
LGA: Siding, Contingency Planning	RSW: Water Intrusion
DSM: Cab Roof Water Intrusion	LIT: Mold Remediation
KET FSS: Facility REHAB	AVP: Broken Water Main
DWH: Failed Water Test	PUB: Breakroom build
CRP: Failed Water Test	MDT: Flies
Great Lakes Regional Office: Asbestos removal, Water testing	MIA: Lead in water
F11: Asbestos Floor Tile Abatement	MYR: Improper Wiring
DLH: Mold	MFD: Mold
ZHU: Water Intrusion	CLE: Water issues from Condensation

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 2 (10C Enhancement) –IOC (Initial Operating Capability) was completed on May 3, 2018. Pre-JAI meeting held the week of 6/11/18. JAI scheduled for mid-July 2018.

Phase 3 (9R Enhancement) – 9R Enhancement – Construction estimated to be complete Fall 2018 and IOC Winter of 2018. Drawings have been received; work is currently out for bid.

BOS: Putting together a list of prototype items and cables in the BOS tower. Need to develop a site survey plan and checklist.

Shadow Ops will be conducted May 5th – May 9th. Pre –IOC (Pre – Initial Operating Capability) Meeting is scheduled for May 9th. IOC is scheduled for 5/16/18. The Prototype shutdown on June 18, 2018. JAI (Joint Acceptance Inspection) is scheduled for August 18, 2019.

BOS Phase 4: Requested RWSL Phase 4 bid and award dates. MPA construction completion 9/17/18. SAT completion 11/1/18. NASE optimization 9/25/18. Shadow Ops scheduled for 11/6-8/18. Phase 4 operational 12/12/18.

DFW: Shadow Operations was conducted on the West airfield 3/6-3/8. IOC for the west side of the complex was on 3/22/18. The construction for the East airfield is ongoing.

San Diego: Power pedestal scheduled to be completed on 7/31/18. Fiber scheduled to be completed by May 30, 2018. Currently conducting weekly Thursday telcons to coordinate implementation activities. IOC estimated October 2018.

Memphis: Kickoff/planning meeting held in Memphis on 12/4/17. A Draft MOU has been written. Additional meetings are required to ensure MEM can be implemented as planned.

Runway Safety:

Taxiway Lander ASDE-X Enhancement – A study on Taxiway Arrival Prediction capability at SEA has taken place. Approximately, 90 days' worth of data had been collected and analyzed. A Flight Check of the system was conducted. SEA completed a Local SRM panel on April 27th, 2018. SEA is currently conducting face to face training for the controllers on Taxiway Lander Alerting System. The taxiway lander ASDE-X alerting capability was turned on 5/11/18.

There is a National Workgroup working on getting Taxiway Lander ASDE-X Enhancement to all viable ASDE-X sites. The site waterfall is currently being worked on. The waterfall has not yet been approved thru all lines of business. The workgroup is also finalizing the eLMS training associated with this adaptation.

Runway Incursion Prevention Shortfall Analysis (RIPSA)- Tentatively TUS, SAT, DAB have been selected as potential site locations. A new market survey should be out within a few weeks. More information to follow once this market survey is finalized.

- 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

Surface Safety Group (SSG) – The last SSG meeting was conducted on April 10 – April 12, 2018. 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. Originally this group was the Root Cause Analysis Team (RCAT). The RCAT only looked at Category A and B events when making recommendations to the Runway Safety Council (RSC) to change the NAS. The development of the SSG I believe will assist in making data driven recommendations and not recommendations based on specific events. The next meeting will be July 9 -13. At this meeting, we plan on having updates from the 3 subgroups which includes the Data Analysis Team, SSIT, and Outreach/Education. We also plan on developing implementation plans for the 16 outstanding action items.

The SSG initially reviewed 2 full years of data (FY 2016/2017) of category A/B/C runway incursion data. In each meeting, we review the last quarters Causal/Contributing factors for Operational Incidents (OIs), Pilot Deviations (PDs), and Vehicle/Pedestrian Deviations (VPDs). The SSG is continuing to review 16 initiatives contained in the SSG work plan and formalized the team members for each of the three workgroups to focus on completing the initiatives.

Surface Safety Campaign – Thru PFS, Runway Safety will begin a Surface Safety Campaign with a kickoff in the near future. This campaign will help bring controller awareness to the trending surface safety events in the NAS. One of my continued goals is to get more information to the field, and this is one of the techniques to do so. Surface Watch is a recognition program developed for the Surface Safety Campaign. Surface Watch will allow for an opportunity to bring additional awareness as well as recognition for good work in the field.

Surface Watch – Together, NATCA and the FAA developed a recognition program to acknowledge individuals and teams of controllers and supervisors for their exemplary saves and initiatives that focus on surface safety.

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

Common Support Services -Weather (CSS-WX)

Patch testing at Harris was held for two weeks at the factory in Melbourne Florida. This was a follow up factory test due to a number of requirements that had be allowed to be pushed to the right. Testing was conducted with a number of simulators due to lack of live feeds for a number of the weather products. Additional testing will be conducted at the Technical Center which is in the processes of setting up the live feeds. They will also be conducting testing on ERAM and ATOP prior to installing key sites at ZTL, ZLC, and ZOA. Site surveys were conducted at Chicago Center, Chicago TRACON, Phoenix TRACON, Albuquerque Center, Washington Center, Potomac TRACON, the Command Center, Boston Center, and Boston TRACON. CSS-WX will provide model data to NAS systems only during the first phase of rollout and testing as the system also needs NEXTGEN Weather Processor (NWP) to be fully functional, including a new 25 sec radar Mosaic for ERAM and possibly to STARS.

NEXTGEN Weather Processor (NWP)

A demo of the Aviation Weather Display was held at Raytheon. There has been progress on the display but all the rework that was requested by the human factors workgroup has not been do yet and is awaiting contract modifications to fund the work.

The program also held a Software Baseline Review and a Program Management review. The program is progressing and is scheduled for factory acceptance testing in the winter of 2019. Key site installation and testing will be late summer of 2019.