

NATCA Safety & Tech Update

Week of July 4, 2016

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) is NATCA's Article 48 Representative to the AJV-7 Office. His update for this report is below.

Surveillance Portfolio Analysis meetings were held on two occasions 6/1 and 6/29. The meetings are ongoing work group that is working to establish what types of surveillance will be needed in a post ADS-B NAS. Eric Labardini is the POC for this I am supporting him.

4.0 Right sizing of Non-Cooperative (primary only). Two meetings have taken place 6/21 and 6/29. This work group is similar to the above more focused on what primary radar and identifying areas in the NAS where the radar foot print can be reduced. Eric Labardini is the POC for this I am supporting him.

Terminal work package one (TWP-1). Attended two meetings to discuss the funding path for TWP-. The agency would like to move some capabilities to other programs. I have a meeting July 11th to get a briefing on the funding scenarios being discussed. I will report in my July update the outcome.

I attended via conference call AJV-7 briefing of programs to ERAW.

June 13-17 attended along with Tom Zarick and Eric Owens Arrival management integration. The meetings took place at MITRE and the purpose was to discuss all the programs associated with arrivals and how they can or cannot interact with each other.

Airman Information Manual Modernization SIG (AIMM seg 3). AJV-7 did a site visit brief at the command center 6/22. Tony Smith NATCA facility Representative attend with me. The purpose was to brief AIMM seg 3 capabilities.

AIMM seg 3 con ops review. The month of June there have been two meeting inside AJV-7 to do con ops review. I have submitted my comments and we are working with MITRE to mitigate all comments from AJV-7 including NATCA comments.

UAS- attended a conference call along with Steve Weidner to discuss beacon code 7400 requirements work being done. Steve had a conflict and I attend on his behalf AJV-7 scenario work for future demos. I have forwarded all notes from that meeting to Steve.

Attended a meeting with Arron Rose inside AJV-7 discuss a method for plain language documents. Arron is the POC

Attend meeting with Arron Rose, Mitch Herick, and Mickey Vitti with the TAMR program manager to discuss the decision the agency is making to put ATPA into the TAMR program. The agency asked if NATCA objected, we did not. ATPA will now fall under the TAMR program.

Attended a meeting with for QWERTY, Arron Rose and Mitch Herick where present. The purpose of the meeting was to brief the TAMR program manager on the QWERTY test plan for his fall. We have a follow up meeting in 2 weeks.

Meet with ALPA along with Steve Weidner and Andy M. I forwarded a summary of the meeting to Jim Ullman. The purpose of meeting was to discuss Interval Management and hear ALPA's concerns.

NEXTGEN: Kevin McLaughlin (SCT) is the National NextGen Representative for NATCA. His report to the membership is below.

On June 8, I represented NATCA at the NextGen Executive Board meeting. The Board consists of senior representatives from DOT, FAA, NOAA, NASA, DOD, Homeland Security, White House Office of Science and Technology, Director of National Intelligence, and the InterAgency Planning Office. The Interagency Planning Office for NextGen executes recommendations of the Senior Policy Committee and the NextGen Executive Board. It provides an environment for transparent multi-agency coordination and engagement through work groups, meetings and workshops; integrates NextGen multi-agency research and development requirements and facilitates transfer between agencies by enabling Research Transition Teams and work groups. Topics briefed at this meeting included future NASA budget requests and Agency Cyber-security. The White House Office of Management and Budget has informed NASA that a request was sent to Congress to dramatically increase the funding levels provided to NASA Aeronautics over the next ten years. If enacted by Congress, the increase would raise NASA Aeronautics baseline FY 2016 funding of 633 million dollars to almost 1.5 Billion by FY 2023. This is of particular interest to NATCA because a significant portion of these funds would be directed to trajectory based separation projects and air traffic management science. In light of an increased role for NASA in ATC technologies, NATCA NextGen has ramped up its collaborative efforts with NASA to ensure a robust relationship going forward.

MITRE Aviation Advisory Committee

On June 24, I represented NATCA at the MITRE Aviation Advisory Committee (AAC) meeting. The AAC consists of senior MITRE leadership, members of the MITRE Board of Trustees, the FAA Administrator, the FAA Deputy Administrator for

NextGen and invited senior representatives from industry. Topics briefed included an FAA update by Mr. Huerta, as well as State of the Industry, Integrated Operations in the NAS, and User Equipage by MITRE staff. The MITRE division that hosts this meeting is the Center for Advanced Aviation System Development (CAASD). MITRE CAASD is a private, not-for-profit corporation that operates an FFRDC- federally funded research and development center. The CAASD has been the official FAA FFRDC since 1990, although MITRE has been involved in supporting FAA activities for much longer than that. CAASD provides technical and operational analysis as well as complex concept evaluations to the FAA and the aviation community as part of planning for NextGen. Additionally, CAASD is develops air traffic management (ATM) decision support concepts and capabilities; communications, navigation, and surveillance (CNS) concepts and capabilities; airport and airspace concepts and designs; and procedural improvements that will enable efficient time based operations (TSS). The Aviation Advisory Committee provides policy direction and oversight to these activities.

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

Weekly Meetings:

Continuing weekly meeting with Kathleen Edic (AJW-23-A) EOSH Services.

POC: (Mike Odryna)

New Orleans Lakefront Tower Mold Issues

Mike Odryna traveled to New Orleans Lakefront Tower for a meeting regarding the on-going water and mold issues. It was determined that the concrete block making up the Base building is saturated with water. Several air scrubbers and dehumidifier have been installed. An independent CIH has been hired by the agency to oversee the remediation of the mold. FAA engineers are working on a plan to remove all the damaged sheetrock.

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

FAA Order 1050.22A Briefing

NATCA was Briefed by the agency on FAA Order 1050.22A, Environmental Management System for the Air Traffic Organization. NATCA had several questions that were passed onto the agency.

POC: Melinda Kim, Mike Odryna, Phil Barbarello, Dominic Petrelli, Kendal Manson

FAA UCR Order Revision 1800.6c Briefing

FAA Order 1800.6C on Unsatisfactory Condition Reports (UCR). This revision creates a more compliant OSH reporting mechanism. Any unsafe conditions at a facility should be reported using the UCR Program.

POC: (Nicole Vitale, Mike Odryna, Jim Ullman)

Establishment OSHECCOMs

All facilities must be covered by an Establishment OSHECCOM and they are required to meet at least Quarterly. Establishment committees are used to discuss facility specific safety issues. If any issues cannot be resolved at the establishment level, the issue would then be forwarded to the Regional Committee.

If you have any questions on how to set one up, please contact your NATCA Regional OSHA Rep. The current NATCA Regional OSHA committee list can be found here:

<http://www.natca.net/index.php/OSHA-home>

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)

Reprisal Order has been signed:

NATCA still waiting for the agency to finalize the required training and publish it in ELMS

The following e-mail address and phone number can be used by anybody to report any accusations of reprisal.

By Email: OSHReprisalReports@FAA.GOV or by Phone: (866)276-5908

POC: (Mike Odryna, Dominic Petrelli, and Nicole Vitale)

Standard Design Working Group for Towers

Mike Odryna attended, via telecom, the Standard Design working group. This group defines standard requirements to be built into all new ATC Towers.

POC: (Mike Odryna)

National Region X Meeting in Providence

Mike Odryna attended the New England Region, Central Region and Region X meeting in Providence, RI. During the meeting Region X Reps step out for a meeting to discuss Regional OSHECCOM Representation, Regional Office Establishment OSHECCOMs, and NATCA OSHA Resources. The passion for employee safety was quite evident. We also discussed the use of the UCR program to report any unsafe condition at your worksite or at remote locations.

POC: (Mike MacDonald, Mike Odryna)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout June and July. Minutes from the Regional OSHECCOM meetings can be found at:

[OSHECCOM KSN Site](#)

Fire Drill Requirement

All FAA employees are required to participate in a fire drill annually. Ask your local management for the status of fire drills at your facility.

POC: (Mike Odryna)

Current Facility issues being worked by the committee and others.

FAY: Fumes	OTZ FSS: Quarters Rehab
NEW: IAQ Mold	FAI/ATCT: Roof Fix and repair Tower Cab Ladder
FAI FSS: New Roof and HVAC Unit	YNG: Roof Replacement
Alaska FSS: OTZ Housing/FAI HVAC-ROOF Replacement	ARR Overall Facility Condition
BOI: Elevator Reliability as second means of egress	PHF: Mold/IAQ

GRR: Odor, ASR Contamination	KET FSS-FSS Facility Rehab
Great Lakes Regional Office: Asbestos/Construction	New NWM Regional Office Design
NWM Regional Office: Water Quality Issues: New Regional Office Build	SGF Mold/IAQ
ANC ATCT: IAQ Article 53 Investigation	ZAN: Seismic Upgrade
DSM SSC Office: Comprehensive Mold Evaluation	FSM: Water Intrusion, IAQ
ANC ZAN- Seismic upgrade	SGF ATCT: HVAC Project
PHL: Water Intrusion, Mold	TPA: Tower glass replacement
GTF: Mold	NWM Regional Office: Water Testing

Traffic Flow Management System (TFMS): Brian Campos (DCC) represents the NATCA membership as their Article 48 Representative to the TFMS project. His report is below:

May and June 2016, April TFM-DT Meetings were canceled due to personnel changes on the team. It has been stated the July meeting will also be canceled due to leave and staffing issues.

The new FAA management lead did go to ACY during the canceled June TFM-DT meeting dates for the week. It is my understanding along with orientation; they reviewed some of the TFMS Core Release 13 fixes. Staffing is just as critical with the supervisors as with the specialists and yet management got out for the week to cover TFMS issues.

Time is not given to work on the TFM items except for when I'm at ACY Technical Center and times in late fall through early spring. Anything that gets done is while working an operational position or on my own time.

TFMS Core (Release 13/Patch 3) was installed on June 26th to fix some of the issues from the original Release 13.

TFMMP00045649 - Slower response on first command line report

Fix still remains as a significant problem in the user getting information requests back from the system in a timely manner.

Entry in the operational log still defines its problem.

*1445 EQ: DCC Automation/TSD COMMAND LINE Reduced Service From Jul 03, 2016
1445-UFA TSD COMMAND LINE RESPONSE TIME IS STILL VERY SLOW. DEMANDS ON
THE SYSTEM EITHER BUSY OR SLOW, STILL HAVE THE SAME RESULTS IN GETTING
MUCH NEEDED INFORMATION TO THE USER.*

*WHILE CONFERENCES ARE ONGOING WITH TIME-CRITICAL DISCUSSIONS, LENGTHY
PAUSES OCCUR IN DISCUSSION TO WAIT FOR DATA TO SUPPORT THE
CONVERSATION OR SOLUTION. THIS IS CAUSING THE ANALYSIS TO BE INCOMPLETE
OR HALTED DUE TO HIGHER PRIORITY TIME EVENTS BY DIFFERENT ATTENDEES IN
THE CONFERENCE TO WAIT ON INFORMATION. SOME INDIVIDUALS DROP FROM
THE DISCUSSION WHILE OTHERS SHOW SIGNS OF IMPATIENCES WHILE WAITING
FOR THE DISCUSSION TO CONTINUE.*

*REPORTVIEWER'S PREDECESSOR ALLOWED THE USER TO BRING IN DATA REAL
TIME, AS THE DISCUSSION WAS ONGOING WITHOUT HESITATION.*

*EVEN AFTER THE FIRST COMMAND LINE REPORT RUN, THE SYSTEM IS STILL
SLOWER THAN ITS PREDECESSOR., FWD:OSS (E)*

Remaining items seem to be resolved or still under review . Nothing glaring at this point

TFMMP00045540 - TFMS Messaging address validation problems

TFMMP00045625 - Report Gateway not responding

TFMMP00045634 - Advisory Formatting Issues

TFMMP00045635 - Advisories in DSSO Report display incorrect times for TMI affected period.

TFMMP00045638 - R13 - Unable to send protected segments in messages from TFMS Messaging.

TFMMP00045648 - Advisory Threading application failing due to memory leaks.

TFMMP00045649 - Slower response on first command line report.

TFMMP00045653 - Slot Lists for subs on TMI creation.

TFMMP00045746 - TFMDData is missing route for amendment messages with field 10A/B.

TFMMP00045626 - R13 Configuration item.

After these fixes, ETMS response issues have increased with clicking buttons and waiting for the system to take action. This also is a significant issue and especially in the middle of Severe Weather season.

Issues still exist in ABRR with ERAM and TFMs on how a pending route amendment will be handled if passed from one sector to the next without action taking place on the pending.

No development on the new contract for TFMS. Still expected to only have select fixes through the end of this year when the contract ends.

There is a significant amount of CRs still being addressed and holding back items to be developed for this TFM contract.