

NATCA Safety & Tech Update
Week of June 26, 2017

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:

- CAR 2016-025 (not complete)
- Rated Top Site NCP (National Change Proposals)
- Atop Work Package 1
- Integration of Radar into ATOP (ZOA)
- ASEPS HITL's

Car 2016-025 is still underway. We are working closely with AJV84. After a year of working this issue (Oceanic WX Deviations) in different forums we have recently found that the Agency is now stating WX deviations utilizing ADS-C Separation should have never been allowed in the Oceanic environment. As of now our path leads to recommending an SRM on the standard and developing rules to apply. Unfortunately there is no change from last month.

In collaboration with the ATOP Program Office and AJV-84 the Oceanic Sites rated and Ranked a top 3 NCP priority. They are as follows:

- **51207:** NCP: AFN Window Needs Redesign (ZNY)
 - **45199:** Too many OOC ADS-C reports generated when aircraft is on a WX deviation.
 - **50891:** NCP: Need a way to enter CPDLC reported PIREPS (ZNY)
- AJV-84 chose to start working on a 5-minute longitudinal rule as well as a 23-mile Lateral rule. Both are supported by ICAO and NATCA from the Oceanic sites concur.

NATCA received an Article 7 briefing on ATOP WP1. We sent a response with questions and are awaiting the Agencies response.

The integration of Radar into ZOA's ATOP did not go as planned. We turned it off the same day we turned it on. FAST has been testing it and troubleshooting. ZOA will attempt to successfully test it again 6/26/2017.

AEPS HITL: The ASEPS team is still working out the bugs. We have a dry run scheduled for the week of 7/24/2016.

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

Last week Controller Pilot Data Link Communication (CPDLC) sites sent over 4700 clearances a day. LAX also took the lead over ATL sending the most clearances in a week at over 1800. United Airlines turned on their Boeing 737 flights for CPDLC and added over 90 additional aircraft that can participate. Other domestic carriers are continuing to equip and international carriers are still joining monthly as well.

The Segment 1 Phase 1 (S1P1) core team that deployed the new TDLS system to the towers continues to visit sites that deployed last year. The core team is following up on how the training was deployed and making sure that any questions that may still be out there are answered. They are also reviewing procedures at sites to see how we can improve understanding and use for new CPDLC towers that will come on board next year. The core team also met in OKC to discuss and review the current 12.4 build that is being developed and will be deployed in August of this year.

A group from the Core Team has been in SDF working on the National Single Data Authority turn up that will happen in September. The test involves having the airlines logon to KUSA instead of the tower identifier (KSDF). This will begin the transition to En Route where all aircraft will logon to domestic US airspace using KUSA.

The Segment 1 Phase 2 (S1P2) core team has been working to finalize requirements with the pilot community and working on a seamless transition from ATOP and other CPDLC countries using Next Data Authority (NDA). The group hosted another demonstration at the Tech Center for multiple airline pilots. The purpose of this demonstration is to ensure that messages are understandable to the crew and to give the airlines information that will be used in their training.

The S1P2 core team also attended a CHI team meeting to help finalize some outstanding issues for the initial services deployment. Additionally, the team briefed the National User Team on changes for Initial-Services and Full-Service functionality on holding. ERAM SME's have been meeting at the Tech Center weekly working on Test Procedures and validation of requirements. These SME's will continue to meet throughout the year as additional functionality is incorporated into the EAE100 deployment release.

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

FDIO

Earlier in May I traveled to the Tech Center to view the new printer design submitted by BOCA. The Tech Center is evaluating the new print heads for longevity and making the needed software changes. The final printer design that was delivered to the FDIO team at the tech center is still being rigorously tested and the results reviewed by all members of the team as they come in.

EFSTS

Phase 2 kits were sent to all Phase 2 sites and all Phase 2 sites are completing install and the associated training. Chattanooga Air Traffic Control Tower EFSTS install is being coordinated by TSLE outside of the TFDM PMO. Currently dates for install and onsite training are tentative for July 10th for 10 days.

FIDI

There is nothing to update at this time.

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. Harris will now enter formal FAT. Harris must complete this portion of testing successful before the FAA will buy of the configuration.

Chris Lloyd (ZDC) and Mr. Shedden reviewed the 90% Operator, Supervisor, and System Configuration manuals. There were many comments and meetings are being scheduled to go over them.

Mr. Shedden will be in Seattle the week of June 26th for development of the Operational Test (OT) scenarios with Seattle ARTCC. Mr. Shedden will be in Seattle again the week of July 17th for Key Site survey with the Seattle

TRACON. Mr. Shedden will be in Anchorage the week of July 24th to finalize the NVS requirements with Alaska Flight Service. Bill Straube will be in attendance representing NATCA AFSS.

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 radio communications. This issue has cropped up twice now during deployment, and Mr. Shedden is working with the program office on an information briefing for selected facilities.

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.

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.

There were a large number of **tone incidences** being reported at Potomac TRACON (PCT). This has also caused NATCA and the FAA to take a closer look at the headsets to determine if they provide adequate protection against these events. On May 17th, NATCA and the FAA collaborated on new guidance for how to handle tone incidences going forward. This new guidance will go into the 7210.3, and the FAA rescinded the memo governing tone incidences from 2007. A workgroup has been formally established to address the number and severity of tone incidences.

RUNWAY SAFETY: Bridget 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 1 (10L/28R): ORD achieved 4/10/17.

Phase 2 (10C Enhancement) – 10C target operational date Nov 2017. Shelter installation scheduled to begin June 2017 with an installation complete date of 8/31/2017.

Phase 3 (9R Enhancement) – 9R construction estimated to be completed Spring 2018 and IOC Fall 2018.

DTW: ORD declared 4/20/16.

Phase 2 (21L): Cable installation (2 Circuits) begins June 2017. Pre-Construction meeting to take place in July, Fixture/Cable installation in August, Optimization and Shadow Operations to take place in October. Activation/JAI in November.

BWI: IOC took place on 3/8/17. JAI inspection was held on 6/21/17.
SFO: IOC (Initial Operating Capability) was declared on 11/30/16. ORD planned for August 2017.

BOS: Shelter delivery TBD. Some work activities had to be shifted due to inability to excavate without Fish and Wildlife. Work on going.

DFW: Construction is in process and on schedule. Shelter work will begin mid-June and completed late August.

San Diego: Tower site survey to be held late July 2017.

Runway Safety:

Closed Runway Occupancy Prevention Device (CROPD): Live Testing at JFK was completed last year. The FY17 focus site is RNO. Initial controller training has been completed.

MITRE is doing another performance analysis on the additional data now being collected in RNO. This performance analysis will include observed

speed recognition and expected alert performance based on the periods of RNO runway closures. The software that is being used here in RNO is different than the software that was used at JFK. There has been quite a bit of work on the speech recognition portion of the software in particular MITRE has added much more real 'controller speech' to train the software properly. The **Live Testing will begin July 11** and extend to Aug 14, 2017. I would like to return to RNO for the initial week of live testing. Prior to going live, I will work with MITRE, the local ATM, and Don Lles, RNO FacRep to review the data collected during this additional month of collection prior to activation.

Airport Construction Advisory Council (ACAC): The ACAC continues to support construction activities throughout the NAS and Internationally. We brief weekly on current projects in the NAS.

Automation of Construction Notice Diagrams: Multiple meetings and edits have been conducted for the detailed requirements in which myself, the ACAC, and Runway Safety office were involved in. The project went to an SRM panel. Unfortunately, the demo that was given to myself, the ACAC, and Runway Safety prior to the SRM panel was not the same presented to the panel itself. Work is now being conducted to bring the project back up to meet the requirements that were previously laid out once the requirements are met it will return the SRM panel.

Root Cause Analysis Team (RCAT): Bridget Gee is the RCAT Industry Co-Chair on the RCAT. Our last meeting was scheduled for February 23rd. At that time, we analyzed the current A and B runway incursions in the NAS since the start of fiscal 2017. We also began using data from the SRAP (Surface Risk Analysis Process) to allow for a more in depth look into Category C events. Next meeting is yet to be scheduled.

Airport Construction CAR – The RTCA Airport Construction Task Group's final report is with AJV. AJV is actually in control of the way forward currently as they are reviewing the RTCA's TOC Airport Construction Task Group's recommendations. I am currently awaiting review and commit by AJV. Once completed, we will be able to finalize our recommendations.

Runway Incursion Prevention Shortfall Analysis (RIPSA)- Research was conducted at 15 airports without any surface surveillance system. A final site selection is yet to be completed.
Here is the updated RIPSA timeline, which includes detailed activities:

- FY15: Technology evaluations from market survey responses - completed
- FY16: Site assessments at 13 candidate airports – completed

- FY17: Program Plan development / Candidate Site(s) & Technology(s) Selection
 - Re-visiting viable technologies identified in FY15 assessments. This will lead to a down select of technology(s) that can be procured in the next 12 months.
 - Engaging with local Regional Runway Safety Area Managers/RIM POC's to ensure potential technology solution(s) complement operations and planned construction activities
 - Conduct detailed Site survey at short listed candidate airports to gauge infrastructure needs for selected technology solution(s)
 - FY18: IGCE and Technology Solicitation & Procurement
 - Match technology solution and sites based on operational needs and available infrastructure
 - Procure technology solution from vendor
 - Obtain MOU with Airport at test airport, Conduct SRM Panel for proposed technology solution
 - FY19: Technology installation at candidate airport(s)
 - FY20: Operational test and evaluation
 - FY21: AMS Documentation / Technology Transfer

ICAO – ADOP (Aerodrome Design and Operations Panel) – My final report was submitted to IFATCA and NATCA on 12/12. Work is ongoing with the ADOP. The next meeting is scheduled for July 3- 7, 2017.

ICAO - AOWG (Aerodrome Operations Working Group) - The AOWG is responsible for the development of SARP's and the PANS procedures pertaining to emergency response at and in the vicinity of aerodromes. Mr. Jean-Louis Pirat, Chairman of ADOP, specifically asked for my assistance on this working group due to the need of air traffic experience. Work is ongoing.

ICAO - Runway Safety Action Plan Working Group – This group is reviewing Runway Safety Programme achievements, objectives and priorities, and develops a Runway Safety Action Plan for the future. The working group is split into three sub-groups all of which IFATCA/NATCA is presented by Bridget Gee on:

- Data Review Sub-Group
- Hazard Identification and Risk Assessment Sub-Group
- Runway Safety Action Plan Sub-Group

The Runway Safety Action Plan Working Group is in the process of reviewing runway related accident reporting data, reviewing applicability of runway related accident sub-categories – scope of Runway Safety, reviewing Runway Safety indicators and metrics, and identifying Runway Safety data breakdown required for analysis and to be available on iSTARS.

The Working Group is also doing a safety risk assessment of Runway Safety category and sub-categories, will confirm Runway Safety risk priority, and identify mitigation measures

The Action Plan will be presented at the 2017 Global Runway Safety Symposium in Lima in November for endorsement. The purpose of the Action Plan is to strengthen runway safety initiatives at a global level.

The Runway Safety Action Plan Working Group will make recommendations to the GASP Study Group to assist the development of the 2020-2022 editions as well as develop new Runway Safety Action Plan.

SURVEILLANCE BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) is the Article 114 Representative to the SBS Office. Below is the update for SBS.

The NATCA Surveillance and Broadcast Services (SBS) team includes: **Eric Labardini (ZHU)**, National SBS Article 114 Rep, **Craig Bielek (A90)**, **Dan Hamilton (SFO)**, National Airport Surface Surveillance Capability (ASSC) Rep, **Andrew Stachowiak (I90)**, **Tom Zarick (ZDV)**, National Interval Management Rep, and **Chris Aymond (MSY)**, National Terminal Interval Management Rep

ADS-B:

- As of June 1, 2017, the number of Rule Compliant ADS-B Out in the US reached 30,658. ADS-B In equipped aircraft reached 27,227.
- Current equipage levels are falling short of the projected numbers needed to reach the Jan 1, 2020 deadline to equip with ADS-B. Avionics Installation capacity NAS wide could also be exceeded the longer users wait to equip. So far, the Agency has been clear that the deadline is firm. Time will tell, as the deadline looms closer.
- Most, if not all, Air Carriers have provided the Agency with a plan to meet the deadline. However, the means to achieve those plans in the short amount of time remaining is becoming a larger question. One example that stands out is Honeywell avionics, which have yet to offer an ADS-B solution. Southwest Airlines and others are heavily dependent on Honeywell avionics. United Airlines has made significant progress in upgrading their B737 fleet with 95 of 110 planned ADS-B installations complete. Several other airlines are also showing increased fleet equipage.
- The military, as previously released in the press, expects to be unable to meet this deadline for several versions of their fighter and older aircraft. They are working with the Agency on a compromise that requires DOD radar availability at key sites to be identified.
- GA equipage is a harder question and being carried as a High risk by the SBS Program Office. Increased avionics availability and competition among

manufacturers continues to bring the overall cost for GA users down. In addition, the Agency has initiated another rebate program and it is showing some interest, but not as high as expected.

- The SBS PO very rough estimate of avionics installation capacity nationwide is 50,000 aircraft per year. The rough estimate of all NAS aircraft that need to equip is 160,000. Users that wait too close to 2020 may find that the capacity for installation falls short of demand. Facilities may see these GA ADS-B operators flying more check flights as they attempt to validate their installations and claim the rebate.
- An issue not screened by automation systems but an important assumption for future ADS-B dependent applications is the broadcast call sign of the user. ADS-B sends this information to automation systems for comparison to the filed call sign. When a mismatch occurs a Call Sign Mismatch (CSMM) alert can be generated. The frequency of CSMM conditions present across NAS wide has been such that the SBS Article 114 work group has recommended disabling these across all automation platforms. The issue was highlighted in recent Equip 2020 meetings since ADS-B dependent applications (CAVS, Advanced Interval Management, etc.) are dependent on this functionality.
- ADS-B IOCs have been completed at all EnRoute (ERAM and MEARTS) facilities. All ERAM sites have promoted ADS-B to the top of their sort cells.
- 102 of 155 Terminal sites have reached their ADS-B IOC and 99 are operating on Fusion. The majority of the remaining Terminal sites are ARTS 2E sites awaiting an upgrade to the ELITE (STARS) build. The Terminal ADS-B/Fusion transition proceeds in this order: Kickoff meeting, ADS-B Flight Inspection, ADS-B IOC, Fusion Operational Suitability Demonstration (OSD) and Fusion Operations. The most recent and upcoming Terminal events:
 - West Palm Beach (PBI) OSD 5/31/17
 - Columbia (CAE) ADS-B IOC 6/1/17
 - Cedar Rapids (CID) ADS-B IOC 6/6/17
 - West Palm Beach (PBI) ADS-B IOC 6/6/17
 - Baton Rouge (BTR) ADS-B Fusion Kickoff 6/6/17
 - Cedar Rapids (CID) OSD 6/6/17
 - Eugene (EUG) OSD 6/7/17
 - Charleston (CHS) ADS-B Kickoff 6/13/17
 - Columbia (CAE) OSD 6/14/17
 - Cedar Rapids (CID) Fusion Transition 6/20/17
 - Columbia (CAE) Fusion Transition 6/21/17
 - West Palm Beach (PBI) Fusion Transition 6/27/17
 - Moline (MLI) ADS-B Fusion Kickoff 7/6/17
- NATCA SBS continues to work with the Agency toward a more proactive approach to ADS-B avionics issues. Though these are infrequent occurrences, the Agency's approach to date has been hampered by a lack of resources, bureaucracy, and legal constraints associated with investigating

avionics issues flagged by the SBS Compliance Monitor. These issues occur when standards for installation or configuration within aircraft or ground systems are not met. ADS-B is a cooperative surveillance source relying on the position information determined onboard the aircraft. In order to reduce or prevent the number of safety compromising events in the NAS we need a proactive, timely response. An ATSAP has been filed covering the known issues to date. The Agency has indicated potential mitigations are being worked, but NATCA questions their effectiveness. NATCA SBS effort to prompt the Agency to reopen analysis of the risk associated with erroneous position in the ADS-B SRMD has resulted in little progress. We are in disagreement as the Agency's quantitative results delivered to not match SME qualitative assessment.

Advanced IM

- Still awaiting American Airlines funding decision to equip A321 fleet before any further activity is planned regarding the AIRS project.

ASDE-X Tech Refresh:

- ASDE-X TIM/PMR took place the week of June 5th in Oklahoma City. Due to Agency FTI Requirements and Current bandwidth limitations, initial discussions are underway for updating RU'S (remote Units) to wireless or updated wired communication. This is largely driven by obsolescence issues with parts, and agency security concerns. As demand has increased, the system is in a position where our current RU communication methods are at near max capacity. The project will likely start in FY2018. These changes will also improve reliability and decrease scheduled outages.

ASSC:

- CLE ASSC Operational Readiness Date declared and system is placed in Commissioned status as of 1340 EST 6-7-2017
- Facility meetings at CVG took place the week of June 19th. The system is scheduled to be live in the tower in early 2018.
- Initial discussions have started regarding deploying ASSC at possibly 50 additional airports, not currently on the ASSC waterfall list that do not currently have surface Surveillance. It is the intent to deploy those systems without SMR. A timeframe to conduct an SRMP to address the future sites has yet to be determined.

FMA in Fusion:

- Operational evaluation and SRMP have concluded. Additional Sep Standards analysis of IBI mode has delayed the completion of the SRMD slightly, and an operational start of FMA use of Fusion is now planned for the end of July 2017.

Future Surface Surveillance:

- Dan Hamilton Participated in Industry in Washington D.C. on June 15th. The agency is in the research phase of what will replace the aging ASDE3 radar in

addition to parts obsolescence issues with other SMR's (surface movement radars) currently in use in the NAS.

MEARTS Fusion:

- HCF started Fusion operations on February 22, 2017, a significant achievement after years of effort. Unfortunately, a number of latent radar issues have resulted in a pause in Fusion operations just days after the start.
- Second Level Engineering and LEIDOS have generated recommended adaptation changes. These and minor changes to MEARTS are to be evaluated at HCF mid-July. HCF intends to restart Fusion mid-August 2017 after the software changes have completed their signature approval process. Several SBS support efforts are planned in July.
- Efforts to continue deploying 3NM Fusion in MEARTS at other sites have been postponed until key site issues are fully resolved.

Surveillance Portfolio Analysis Work Group

- Eric Labardini and James Keith (NATCA AJV-7) have been working closely with the Agency's multifaceted analysis of post 2020 radar infrastructure needs. The ADS-B business case was built on an assumption that today's robust radar infrastructure could be reduced once ADS-B becomes the predominant surveillance source.
- The Agency built their business case on an assumption that 100+ secondary radar sources could be removed throughout the NAS. This causes concern in airspace that does not require ADS-B (many Class D or other Approach Controls). NATCA has been pointing toward another option, removing overlapping radar sources completely rather than harming operational capabilities nationwide. There seems to be an awakening to this idea and analysis of the benefits is underway.

Terminal Fusion:

- The Fusion Focus Group continues to track and resolve facility reported issues with Fusion. These are largely issues with the underlying surveillance infrastructure, and experts from all fields are available to assist. Please report any issues to your OSF and our NATCA SBS group for assistance. It is critical that actual data is recorded for evaluation and resolution.
- NATCA remains very focused on the Common Terminal Digitizer (CTD) effort necessary to incorporate numerous ASR-8 sites into STARS Elite as well as Fusion.

- SCT issues continue to be a large focus. NATCA SBS is heavily involved in the Surveillance Automation Analysis Team (SAAT), which is examining long-term alternatives to help improve overall surveillance in the SCT

airspace. Their efforts are aimed at mitigating tracking issues in the LA Basin, including the effect of the new Stadium near LAX.

- NATCA and the Agency have agreed to move forward with raising the LGB radar site. This was thought to be one of the easier solutions to put in place, but the Agency cannot seem to get out of their own way to do so. Current target date for completion according to Western Service Area is October to November 2017.
- Meanwhile the SAAT team has been working on a Wide Area Multilateration (WAM) design. Agency and Stadium proponents have completed negotiations over funding and announced that a shared cost agreement allowing WAM deployment to move forward.
- WAM in the LA Basin area will be in 3 phases: update 9 existing ADS-B Radios to support WAM via Virtual Radar (CLT configuration), add 8 new Radios to supplement the WAM coverage (still using VR), then update STARS to allow for WAM in Native format (1 second update rate).
- The first phase is moving along rapidly. The first phase Radio updates are complete. Contractor testing and tuning are nearing completion. An Air Traffic flight inspection is planned for July 17-18. Operational use of WAM could begin as early as August 2017.
- SAAT has been analyzing Potomac (PCT) Fusion issues for potential solutions. The facility has been struggling with a number of issues related to problem radar sites or a lack of coverage. Radar analysis is confirming the benefit of adding Quantico radar to PCT as well as reducing obstructions in the area.
- A long-awaited estimate for adding identified radars to CLE has finally been delivered. SBS Article 114 agreed to a path forward to add multiple radars to CLE in support of Fusion. A presentation to the facility is planned mid-July.
- N90 discussions point to a planned transition to Fusion in January 2018. Support activities could start in November or earlier.

Vehicle ADS-B:

- Airport outreach briefing took place on June 21st.
- 1167 vehicles equipped in the NAS

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the Article 114 Representative for TBFM. His report to the membership is below.

After the budget issues were resolved, the TBFM Ops Team has been very active assisting facilities with any issue they may be experiencing with TBFM. The First week of May a patch built to address ZTL's issues with TBFM 4.6 was delivered and installed. The patch resolved the underfeed to CLT that ZTL reported. However, the issue reported by ZID regarding TBFM to TBFM (T2T) is still being investigated to determine an appropriate solution. ZID recently went to TBFM 4.6 so we can determine if the restart issue they identified would be resolved with ZID and ZTL running the same build. We are still waiting for the final report.

We had a meeting at ZME in May to discuss support needed to conduct metering for their arrival push during the mid-watch. ZKC and ZTL were in attendance. It was determined that further discussion and additional facility support was needed. As a result, we will be meeting at ZME the week of June 26th. ZME, ZID, ZTL, ZKC, ZFW, and ZHU have been invited to this meeting. We have also extended an invitation to Memphis TRACON.

The last week of May, a team was sent to ZME to assist with the Cuba metering effort and to work on updating ZMA's Enroute Departure Capability (EDC). ZMA was happy with the outcome and follow up meetings are being scheduled. The next effort will be working on arrival metering to MIA and FLL.

We also had a TBFM 4.7 Ops Evaluation at English Creek. Some minor issues were identified by the Ops Team and we will return the week of June 19th to determine if the identified problems have been fixed. If they have been resolved, we will conduct a TBFM 4.7 key site at ZAB the week of July 10th and ZID the week of July 17th.

The week of June 12th the TSAS Ops Team went to PHX to work with P50 on their nominal routes. This meeting was very productive.

This week we have two activities. A team will be working with ZNY to determine the best layout for the Traffic Management Unit and N90 to assist with the arrival feed to EWR. In addition, a team will be at the Tech Center to test TBFM 4.7.

The week of June 26th we will have a team at ZSE to work with ZSE, ZOA and ZLC. The agenda will be to engage ZOA and ZLC to condition the follow to SEA by use of Extended Metering and Coupled Scheduling. As stated above, we will also be at ZME.

The week of July 4th we will be conducted some site surveys for IDAC install.

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.

The meeting for TFMS DT team was canceled for the month of May. I was on vacation, out of the country and Chris Jeffers was in another supporting detail on another project.

The release of R13 patch 9 for ABRR and PDRR in relation with ERAM software started the month of May's activity. TFMS, and ERAM programs tested the viable configuration for initial ABRR and PDRR deployment. Specific testing was performed to exercise the most likely possible different configurations of ABRR and PDRR on TFMS. It was determined facilities can have differing activation statuses of ABRR and PDRR at the core and TFMS remote sites without creating unfavorable results for neighboring facilities. Some errors surfaced but nothing critical or high and are being addresses. During my absence, Chris Jeffers, SME on the TFMS deployment team filled in for any issues needing TFMS DT input. This included Jeff traveling to some sites turning on the protected segments and ABRR/PDRR. ZDV, ZLC, ZMP and ZJX got up to full functionality with more facilities closely turning on before a critical concern surfaced with a conformant filed flight plan with reroute or CTOP that ERAM amendment requests are sent for ALL flight plans currently associated with that flight. This occurred inside of 30 minutes of P-time, which a change applied, to all flight plans without anyone knowing. The tweak to the TFMS system in allowing this to happen was an adjustment made to have TFMS work better with ERAM.

TFMS DT has been working on a help guideline for the TMU's using the RAD tool. The sheet full of information and reminders to assist the user when using the tool is near complete and will be distributed prior to the next ABRR/PDRR turn on.

TFMS DT has been working internally on a questionnaire to determine the usefulness of the current tools and to help rate their importance in the criticality of use. TFMS is currently a support tool and not currently a critical mission tool, however it is trying to get there in some form. The ratings on the software do not have any .9 requirement. The system is very complex and proven to be riddled with performance issues and enhancement shortfalls. This questionnaire will aid in some of the future determination on how to approach addressing some of these concerns. A questionnaire will be forward shortly to see if National can support it being sent to the TFMS users for input.

We are in full swing of 6-day workweeks and long hours on positions. Although some TMUs get some reprieve since thunderstorms may not have impact to them on certain days, ATCSCC/SVRWX area during the summer is always engaged since someone in the system is dealing with these constraints, which we are fully connected to. Although I ask routinely and have brought the issue up to our President, being granted time of the floor is rare if at all to perform any duties supporting TFMS-DT's needs.

