NATCA Safety & Tech Update
Week of March 12, 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.

- ATOP Work package 1 priorities ranking
- ATOP Tech Refresh 2 SRMP
- ATOP Build T27 End User Testing
- ATOP Weather Deviations, Contingency, and Failure Mode

ATOP Work Package 1 (WP1) is a proposed multi-part feature enhancement for the ATOP oceanic system. Due to the length of the project and funding cuts some of the proposed enhancements are now obsolete or unfunded. The NATCA ATOP site leads have continued to work with the Agency with identifying what portions of WP1 are still feasible. Since this program began with no NATCA or ATOP site input the NATCA site leads have been trying to redirect the remaining funding and support towards enhancements requested by the sites. The site leads completed the ranking and eliminating of WP1 items this month.

ATOP Tech Refresh 2 (TR2) provides the ATOP system with a much-needed technology upgrade to behind the scenes equipment as well as new monitors and backlit keyboards bringing the ATOP equipment more in line with other equipment used in the NAS. The ATOP site leads have already worked with the Agency on the selection and previewing of the equipment and later this month with be completing the SRMP process for TR2. Implementation for the TR2 is tentatively scheduled to begin in FY18.

The ATOP site leads will be traveling to the FAA Tech Center in Atlantic City later this month in order to perform end user testing for ATOP Build T27. While at the Tech Center the site leads will meet with members of the ATOP program office as well as AJV-84 to address current issues related to weather deviations with aircraft using reduced oceanic separation. Additionally, the ATOP site leads meet with the Agency about updating the ATOP failure mode and the ATOP contingency procedures.

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.

Terminal CHI work with TAMR on STARS E2. Lee Moore, Jimmy White and I meet with the STARS E2 team to discuss early CHI subjects on spacing and merging tools. The team will continue to meet early spring and into the summer. Terminal CHI and Enroute CHI will be getting together soon to discuss areas where STARS E2 touches ERAM.

I am in the process of reviewing NEXTGEN proposal to continue testing the remote tower at Leesburg. The SRM panel will meet March 12 to review the proposal.

February 28 attended meeting with ERAW.

AJV-7 finalized the prioritization of Space launch capabilities. I attended the briefing to FAA stakeholders. I have asked for that briefing to be given to ERAW.

The topic of EBUS was discussed at AJV-7. The agency is exploring how procedures could be used in lieu of a back up to ERAM.

MITRE had a demo on Separation Automation System Engineering (SASE). Mark Prestrude from NATCA's Safety and Tech office attended the demo.

Long Range Primary RADAR- The SRM on this subject was rescheduled again. AJV-7 has developed a paper that explains the effect to the NAS, Security, and weather. The briefing was given to director of AJV-7. A future briefing to NATCA is being scheduled.

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

- Facility Tech Reps continued to work on EAE100 testing, Task Teams and preparation for Data Comm deployment.

- Enroute Automation Workgroup (ERAW) approved a rebuild of EAE100 to address a critical issue found at ZID and confirmed by ZLC. The rebuild was required before any live operations could be conducted, forcing ZTL to cancel planned activities. ZLC is scheduled to be the first ARTCC to test the EAE100 rebuild on an operational platform beginning March 9th. ERAW reached consensus to limit EAE100 ERAM software release to the 5 Data Comm dependent sites.

- Enroute Automation Workgroup (ERAW) approved a rebuild of EAD700 and EAE110 to address the critical issue discovered at ZDC with PDRR vs. CDR strip printing.

- The EnRoute Automation Workgroup (ERAW) received briefings from the Northeast Corridor and Atlantic Coast Route Plan Article 48 reps to get a better understanding of timelines and impacts reference Data Comm and Tech Refresh schedules.

- The Stars Enhancement 2 Task Team had an in person meeting to continue to develop the Automated Point Out Use Case. The new technology will allow automated point outs between ERAM and STARS facilities.

The following is a sample of the issues the National User Team worked in February 2018:

- SIG 1775 A175427 Route Line Display
  The full services Data Comm use case has a requirement that would display a unique route line when a route clearance is uplinked from the R or RA positions. The team discussed this function and decided that it was not needed.
- ER 186705 Data Com /U Key Behavior
  The team discussed and reached consensus on the problem statement, its desired behavior is to add a space after the adapted Data Comm /U command. This fix will be delivered in EAE110 to support data Comm training.
- ER 179415 Add indication of Sat-Comm Equipage to data block
  The problem statement was completed and the desired behavior is to provide an FDB and ACL indication for a particular aircraft if J5 or J7 is filed in ICAO field 10a. This issue has been assigned to the CHI team to continue development.
- ER 180253 GPD Changes
  The team discussed and reached consensus on the problem statement, its desired behavior is to add a new filter to the GPD to display NRS fixes and NRS fixes labels, as an option, to reduce clutter.

ER 186329 Full Runway Lengths

- The team discussed and reached consensus on the problem statement, its desired behavior is display Emergency Airport Runway Length data to the exact foot when the AI command is used.

- ER 184910 R-Side Notification for Channel Change
  The team discussed and reached consensus on the problem statement, its desired behavior is to provide text in the Message Composition Area View (MCA) when a sector is operating on the Backup Channel.

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

Human Factors Activities

N90 - We are tentatively scheduled to begin the training standards training on April 9. We have been assembling the training materials and modifying the delivery from lessons learned at F11.

Deployment of the Training Standards - We are working on a plan to roll out the TRACON training standards to the other 26 TRACONs. This is a rather resource intensive undertaking and if our current team of 5 is required to do it, it will take about 2 years. The problem is the teaching/learning HF components of this training need to be delivered in person as well as the introduction and discussion of using the new standards. This is absolutely not something that can be delivered via ELMS or memo. We continue to work the issue with AJI-2.

HF priorities - In our meeting with AJI-2 leadership it became clear that development and deployment of training standards for Enroute and VFR towers is a top priority as well as implementing human performance concepts at the academy. We are discussing how to get assistance to make this a reality.

Academy training - We have begun scrubbing the content for the AT basics class at the academy. We hope to have this finished and ready for deployment ASAP.

Health & Wellness

PFS - We will deliver a briefing sheet on hydration and cognitive performance.

Fatigue

FSSC - We convened a meeting last week that included the new Agency rep Jim Meadows from ZOA. The Agency had refused to allow the PASS rep to attend due to issues surrounding their contract negotiations and the fact that PASS did not have an MOU with the Agency, which allowed for the PASS rep to attend. Currently, the FSSC is made up of 3 reps. I have received no clarity on what the Agency plans to do about the PASS seat or Tech Ops participation going forward.

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

MITRE Aviation Advisory Committee (AAC)
NATCA participates on the MITRE AAC by virtue of the collaborative relationship that NATCA has fostered with the McLean VA based Aviation division of this Federally Funded Research and Development Center (FFRDC). MITRE produces an enormous amount of leading edge research on subjects such as Cyber security, Systems Engineering, and of course Aviation. Other AAC participants include FAA leadership, Industry, General Aviation advocate groups, and MITRE Board members. Among the topics briefed at this quarter's AAC were FAA Budget Outlook, State of the Aviation Industry, Aviation Data Analytics, and Improving Airport Capacity Internationally.

Remote Offshore Meteorology Information Demonstration (ROMIO)
The ROMIO Program is an effort to address a safety gap and bring real time long-range modeling and depiction of oceanic convective weather into the cockpit. NATCA participates in Workgroup bi-weekly meetings. Recently, late stage identified modifications to Cloud Height Tops data have hampered the run-up to IOC. Additionally, NATCA identified as recently as last week a shortfall in the web-based viewer designed to provide ROMIO equipped aircraft awareness to Oceanic Areas. Currently, late March is still the target rollout date but a slip into April is a very likely.

Space Integration Enhancements Field Outreach
Led by AJV-7, the purpose of this workgroup is to assess the current analogue state of FAA Space Tools and how to leverage Agency work to develop and update ATO capabilities, services, systems and procedures to more efficiently integrate space operations into the NAS. The Workgroup met on February 21, and a primary topic at the meeting was Space Data Integrator Tool (SDI). AJV-7 loaned a large portion of the meeting time to NextGen/PMO for the purpose of scoping SDI rollout. The SDI Tool will automate what is currently a highly manual process of hazard area design and dissemination and potentially provide a means for the JSpOG to share launch and recovery protected airspace and associated data with field facilities through System Wide Information Management (SWIM). This is an important, albeit highly interim, step to the desired end state of integrating Space Ops with the legacy NAS.

Joint Space Operations Group (JSpOG)
NATCA continues to participate in the bi-weekly meetings of this ATCSCC based Ops group. The JSpOG is the primary FAA operational interface with the Commercial Space Industry for LOA creation and launch/recovery support activities. The JSpOG currently is in the process of negotiating or implementing 30 LOAs for active or proposed Spaceports throughout the NAS. The JSpOG supported numerous Launch and Recovery events this month, including providing Airspace Management Plans for multiple Space-X Falcon 9 launches and the ATLAS-V GOES launch. Additional meetings were held to discuss the interim use of Alternative Level of Risk (ALR) procedures, pending full ALR rollout later in 2018-19 timeframe. I will provide a deeper dive on ALR in a future update.

Commercial Space Integration Team (CSIT)
The Commercial Space Integration Team (CSIT) latest monthly meeting occurred on February 27. Topics on the Agenda included additional AJI-3 Acceptable Level of Risk (ALR) briefing, Captive Carry Safety Panel Update, Airspace Access Priorities Aviation Rulemaking Committee (ARC) activities, Spaceport Categorization ARC activities, and ATO Commercial Space Roadmap update. Both ARCs kicked off during this update cycle with Spaceport ARC recommendations due in 60 days and Priorities ARC recommendations due in 180 days.

Collaborative Steering Group (CSG)
NATCA continues to participate in the monthly leadership meetings of the CDM leadership. The CSG consists of representatives from various industry stakeholders including the airlines and NBAA. CSG delegates and oversees the work of multiple CDM sub-teams on which NATCA Representatives participate.

Paired Approach Interval Management (PA-IM) at SFO
Improved Multiple Runway Operations (IMRO) is a core Program of the Nextgen
Portfolio. Closely Spaced Parallel Runways (CSPR) have historically been defined as parallel runways spaced less than 4300 ft., but at least 700 ft. apart. Currently, simultaneous arrivals to CSPR are permissible when visual approaches are conducted and flight crews can provide visual separation with traffic on the parallel approach. Another enhancement of the Nextgen IMRO portfolio is the implementation of simultaneous *dependent* approaches for CSPR less than 2500 ft. as defined in FAA Order JO 7110.308C. Paired Approach Interval Management *(*PA-IM) is an attempt to further increase capacity during CSPR simultaneous *dependent* approaches by using ADS-B technology to more closely emulate visual approach spacing throughput in ILS Category I conditions.

The Paired Approach (PA) procedure leverages Automatic Dependent Surveillance-Broadcast (ADS-B) Out for the lead aircraft and ADS-B In for the trail aircraft to generate a speed command displayed on cockpit avionics to maintain this spacing.
Because of its fleet mix and runway design, SFO is a highly scrutinized airport for such capacity improvement technologies. NATCA participated, on Feb 20 at NCT and Feb 21 at SFO Tower, in advance meetings in preparation for a 4 day February 2019 Field Demo of Paired Approach Interval Management technology. Program managers from NextGen made presentations to collaborative teams of NATCA, Industry and facility management at each Facility, and solicited feedback on the proposed Demo, potential Program benefits, and potential Demo impacts on Facility operations. As with many research Programs, NATCA participation is not an endorsement of this ADS-B application, but an opportunity for NATCA controllers to provide input to NextGen field research and help shape technology that may become operational years down the road.

Wildlife Surveillance Concept (WiSC)
The WiSC Program aims at advancing technology designed to better inform controllers of the threat presented by bird activity in the terminal area using specialized radar to track flocks and provide altitude and directional data to the Tower cab. NATCA worked with ANG and the FacReps to preview this technology to the NATCA Locals at MCO and SEA Towers and solicit their opinions on its future potential through NEB approved survey materials.

NextGen Executive Board
This scheduled quarterly meeting was postponed last minute due to Government-wide budget issues.

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

3900.19C
Following the INI briefing help in May on the new Draft revision to Order 3900.19. NATCA is coordinating with the Agency to develop collaborative groups to develop 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 has 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 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

OSHA Committee Webinar:

The OSHA Committee held another in a string of webinars last Month regarding Drinking Water. These webinars will continue.

The next 3 webinars will be scheduled shorty. The topics will be:

Asbestos in buildings – What material can contain asbestos based on building age?

Temperature and Humidity – How it affects comfort and humidity.

Building Cleanliness -- Understanding who is responsible to do what, where and when.

POC: (Mike Odryna)

Committee Membership:

We still have a vacancy Great Lakes Region.

POC: (Mike Odryna)

Several ATCT Housekeeping Issues

The Agency along with NATCA are continuing to work towards a strategy to ensure the cleaning requirements set forth in the janitorial contract 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)

New OSHA 6008 training

The Agency sent out an email stating that the new OSHA6008 course is a direct replacement to the OSHA6000 requirement for OSHECCOM Members. The National OSHECCOM has now agreed to this training.

POC: (Mike Odryna, Dominic Petrelli, Larry Trottini)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout December and January 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. Furthermore, an NATCA OSHA class will be scheduled for this year.
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 Defribulator Program

On May 1st, a new PAD Program subcontractor was contracted to replace Emergency University. Contractor, Website and Training info will be coming out shortly.
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
DLG: Living Quarters REHAB	KTN: Facility REHAB
PIA: Water Mold	Minneapolis TRACON: OSHA 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	PIT: Water Intrusion
DSM: Cab Roof Water Intrusion	LIT: Mold Remediation
KET FSS: Facility REHAB	AVP: Broken Water Main
DWH: Failed Water Test	PUB: Break room 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

PROFESSIONAL STANDARDS: Andy Marosvari (BOI) is the Chairman for NATCA National Professional Standards. Garth Koleszar (ZLA) and Josh Cooper (SCT) are members of the National Professional Standards committee. Their report is below.

> The Professional Standards program is in its 8th year and continues to have a positive impact on the professionalism of controllers nationwide. The program has 530 active members, with a total of over 850 trained to serve as committee members representing every facility in the National Airspace System. Committee members receive training on communication skills and conflict resolution during a 3-day course taught by NATCA. The next class will be held at ZID, May 15th through 17th.
> To date, the Professional Standards program has received 2,588 submissions with 90% of those being resolved. That's 2329 issues that NATCA was able to resolve the issue at the lowest level, peer to peer, without management involvement in the outcome. Approximately 70% of those cases are submitted by management, demonstrating the FAA's belief that the peer-to-peer method used by the program is working. The recidivism rate is very low, indicating that the one on one discussion between committee members and controllers has a long-lasting, positive effect on the safety of the system and the professionalism of our controllers.

We now have an active PS tab on the NATCA website. It covers information for FacReps, Members, and PS members, with contact information for all active Professional Standards Committee member and District chairpersons. We also have a link to email us directly. Please take a moment and check it out!
If you have any questions about the Professional Standards Program, please don't hesitate to contact any of the NATCA National Professional Standards committee members at ps@natca.net.

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) – Testing is on going. IOC (Initial Operating Capability) date estimated end of April 2018.

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

BOS: Checkout and optimization completed 1/19/2018. Pre-SAT briefing scheduled for 2/13/18.
SAT to be held 2/26-3/2. Prototype shut down expected June 2018 due to construction.
Install expected to be estimated completion 12/2018.

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

San Diego: Shelter installation estimated to be completed 12/17/17. IOC estimated Jan 2019.

Memphis: Kickoff/planning meeting held in Memphis on 12/4/17. A Draft MOU has been written. Additional meeting 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 been taking place. Approximately, 90 days' worth of data has been collected and analyzed. Of that data, there has been zero false or nuisance alerts. The National Workgroup is currently working on the final recommendations. The recommendations will be presented on 3/16/18.

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

Special Focus RSAT SFO – A Special Focus RSAT (Runway Safety Action Team) meeting was conducted February 27th – March 1. These meetings were prompted by the Wrong Surface SRM. The meetings included ALPA, NBAA, IATA, FAA lines of businesses, and several airlines. The three-day meeting was very production and several action items have been developed. Those items are still in draft form at this time.

Surface Safety Group (SSG) – The next SSG meeting was January 16-19th. 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.

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.

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)

CSS-WX started dry runs for Factory Acceptance Test (FAT) of the initial software prior to key site deployment. A number of issues have plagued the program of late. There have been a number of personnel changes and a new test director. The dry runs have not gone well, due to system stability issues. Also, a number of the test scripts that were being run did not test to requirements properly. So, due to these issues FAT has been pushed out two weeks. Once FAT is completed there will be a new set of tests run on a software patch that will be installed prior to key site installation in July.

NEXTGEN Weather Processor (NWP)

NWP is in the middle of build 4 and conducted Functional Qualification Testing (FQT) for build 3 this month. The FQT went very well with very few issues. A lot of the tests will have to be rerun when the contractor adds all the design changes that the human factors group asked to be implemented last year. The program also is moving forward with early usability testing at the Tech Center, the plan is to bring in part of the HF team for a week a month and do some rapid prototyping and functionality test. The is approach should help get the system ready for FAT next year and will allow the start of the training package.

Terminal Doppler Weather Radar (TDWR) into Micro E-ARTS

In September Hurricane Maria destroyed the NEXRAD on Puerto Rico. The CERAP has been without weather radar on M-EARTS since. With the help of Radar Operations Center and Harris it has been determined that using a comparable product from the TDWR can be used until the NEXRAD is replaced. A suitability test was conducted at Harris to determine what the capabilities would be and any shortcomings that may be present. The team gave the go ahead to deploy to San Juan. The system will be installed the beginning of the week of March 12th and then a meteorological evaluation will be conducted and once the system is deemed usable the mosaic will be pushed to the controllers displays at San Juan.