

NATCA Safety & Tech Update
Week of May 8, 2017

AIRSPACE TECHNICAL DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) represents the membership as the Article 114 Representative for ATD-2. His report for is below.

On March 29th, NASA held a Freeze event for ATD-2 at CLT. The freeze marks the end of the ATD-2 system requirements development for Phase I of ATD-2. The NASA engineering team will now assess the readiness of the ATD-2 system for shadow evaluation by operational personnel at CLT. These Engineering Shadow Evaluations (ESEs) will begin at the end of May and last until September when the system goes live.

During the first two weeks of April, all ATD-2 equipment was successfully installed at CLT tower and the connections have been tested and appear to be working correctly. Since the software is still undergoing testing and hardening, the equipment will be kept powered off except for brief periods for testing.

On April 19-20 NASA engineers provided CLT TMCs, and interested tower controllers, with some informal hands-on familiarization training of the ATD-2 system. Also, NATCA TFDM Rep, Matt Baugh (IAH) was at CLT helping install and train CLT controllers on the Advanced Electronic Flight Strip system (AEFS), so he was able to get a first-hand demo of ATD-2. All ATD-2 technology will be tech-transferred to the FAA over the next three years for possible inclusion into the TFDM system, so this was a fortunate coincidence of good timing for Matt.

May 9-12 an SRM for ATD-2 will be conducted at CLT. In addition to CLT personnel, NATCA will also be represented by our TBFM Rep, Eric Owens (I90), NATCA NextGen Rep, Kevin McLaughlin (SCT), and our SCDM Rep, Kyle Andrews (ORD).

Finally, Charlotte ATCT has been advised that there will be a VIP visit to observe ATD-2 at CLT on May 31st. We have been informed that FAA COO Teri Bristol and Assistant Admin for NextGen Jim Eck will be attending along with several airline executives. More on this as details firm up.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) leads the ERAM efforts for NATCA. This update is provided by Dan Mullen (ZID).

The uncertainty surrounding the Continuing Resolution caused most of our travel to be cancelled for the last several weeks. We did as much work as we could by phone and we're rescheduling the activities that were postponed.

The installation of ERAM release EAD600 has finally moved along, with most ARTCCs planning to have it running by the end of May. Some additional fixes were built into a Field Fix, EAD603, which should be available to the sites on May 11th. Adjustment to the Visual Communication Indicator (VCI) and newly formatted data block has typically taken just a few days. The Facility Tech Reps (FTRs) have been tracking suggested changes, like independent brightness control and more flexible keyboard entries, and will work those requests through their process.

Airborne Reroute and Pre-Departure Reroute (ABRR / PDRR) Conformant Route indicators were enabled May 7th. These chevrons in the flight plan indicate a segment of the route protected by a Traffic Management Initiative that should not be altered. This step, along with the deployment of EAD600, allows for the full use of ABRR and PDRR. This tool, which allows for Traffic Management reroutes to be pushed to the sector and accepted by the controller, has been in development for several years and should greatly simplify reroutes for TMCs and controllers.

The ERAM team finalized a deployment plan with the Datacomm team for the software release bringing the Datacomm functionality. EAE100 should be available for the Test and Training Lab by October 2017 and the Operational version will be ready by March 2018. This will allow the Datacomm keysites, ZKC, ZID, and ZME to begin testing the new functionality.

Below is a summary of some of the issues being worked by the National User Team:

ER 175725 Block Altitude Probing and Posting

The team discussed the ER; it deals with the ACL posting behavior of a formation flight in a block altitude where some of the aircraft were Non-RVSM. The team determined that no functional changes were needed.

ER 175723 Relevant Leg Indicator

The AIMS ticket was discussed, it describes undesirable behavior with the Relevant Leg Indicator; specifically, the continued display of the indicator when a second leg no longer exists. The site will change the ticket to an ER and promote it to national so that the issue can be addressed.

ER 174189 UM154 Radar Service Termination

The draft use case was discussed, the desired behavior is when Data Comm enabled flights enter a non-radar environment allow the controller the ability

to uplink an independent Radar Service Terminated Message, UM154, to inform the flight of termination of radar services. The use case has both a keyboard command and menu input method for entering the message. The team needs to determine if both methods are needed in the final use case. The draft was sent out for review and will be discussed again next week.

ER 174400 Disable Data Com Route Messages

A draft problem statement was discussed, its desired behavior is to create a dynamic switch that will allow ARTCCs to turn off the Route functionality of Data Com. Additionally, the type of switch, what functions it would control and the training component were discussed. The document was sent for review and will be discussed again next week.

AIMS 173242 Emergency Alerts single line too short for some Emergency PIDs

Ray Berndt briefed the team on issues with the Emergency Message PID behavior with respect to the Alert, PID Menu and History Views. There are still some unanswered questions regarding what information will be displayed in the views; once this is resolved the final proposed change would be brought back to the user team. The briefing material was sent to the team as a reference.

ER 156097 APR Length

The team discussed the AIMS tickets that had been filed for APRs not being adapted because they were beyond the allowable length of 125 characters and the associated request to increase the APR length. None of the sites that submitted AIMS tickets nor the remainder of the user team felt that a change in APR length was need. The ER will be returned to the site. No further team action will be taken on this ticket.

ER 19563 NEXRAD Outage

The team discussed and reached consensus on the problem statement, its desired behavior is to provide a manual method where Tech Ops makes an entry to populate the R-side outage view when a NEXRAD outage has occurred and when it recovers. Once all team members concur the document will be sent to SLE. A use case is not needed for this issue.

Procedure Altitude

The 7110 changes for use of Procedure Altitude and the Procedure Altitude Display Unauthorized for Use memo were discussed. The timing of the 7110-change memo raised questions about what the official position is. The Procedure Altitude "P" is still not authorized for use and the associated memo remains in effect. Once all sites are operational on an EAD600 release an official authorization of use memo will be sent. Both documents were sent to the team as a reference.

ER 95932 Master Brightness

The team discussed three new brightness settings that will be added to the system and how they would be incorporated into the Master Brightness function if/when is it packaged. It was decided that comments would be added to the AIMS when new brightness settings are added to the system and

that Leidos would review all brightness settings added to the system post problem statement and bring any discrepancies back to the user team for review.

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

I traveled to the Tech Center to view the new printer design submitted by BOCA. The new printer is still in the early stages when it comes to software but the overall design is complete. The final product that was delivered to the FDIO team at the tech center is going through rigorous testing and being reviewed by all members of the team.

EFSTS

We are in the process of sending out the Phase 2 kits to all Phase 2 sites. The Manager and FacRep of each Phase 2 site will also receive an email with all information along with the training materials and time frame to complete the user training. Phase 2 sites listed below.

Airport	Code
Bradley CT	BDL
Charlotte NC	CLT
Chicago IL	ORD
Dayton OH	DAY
Detroit MI	DTW
Fort Smith AR	FSM
Gulfport MS	GPT
Jacksonville FL	JAX
Kalamazoo MI	AZO
Lexington KY	LEX
Louisville KY	SDF
Memphis TN	MEM
Montgomery AL	MGM
Raleigh Durham NC	RDU
Syracuse NY	SYR
Tallahassee FL	TLH
Tampa FL	TPA
West Palm Beach FL	PBI
Wichita KS	ICT
Wilkes-Barre PA	AVP

FIDI

There is nothing to update at this time.

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

3900.19C

NATCA was given an INI briefing on the new Draft revision to Order 3900.19. The new document removes any programmatic elements that were prescribed in 3900.19B and replaced them with policy requirements. NATCA is formulating a response to the briefing that is required to be forwarded to the Agency by May 19th.

POC: (Dominic Petrelli, Mike Odryna, Ryan Smith, Dean Iacopelli, Phil Barbarello, Grant Mulkey)

Headset Tones

The Headset workgroup continued to meet. Our focus is to re-write the current headset tone guidance that was issued in 2007. Additionally, we are determining whether new technology can reduce the amount of tone incidents.

POC: (Jason Grider, Mike Odryna, Jon Shedden, Don Smith, Dean Iacopelli)

New Orleans Lakefront Tower Mold Issues

The remediation of the Mold has completed. But now the Agency has determined that the outside of the building was not sealed properly and still leaks. Additionally, the HVAC system and several windows need to be replaced. Once completed the build back will begin.

POC: (Mike Odryna, Geoff Bacci, Nichol Bell, Lawrence Pharr, Deb Stewart)

Dallas Love (DAL) Tower Mold Issues

An ongoing water intrusion issue is being investigated at DAL Tower. Several employees had voiced concerns about the IAQ at the facility that is caused by areas within the facility that have been showing signs of Water Intrusion for many years. The Agency hired an independent Certified Industrial Hygienist (CIH) to investigate. The CIH found an area within the Break room that showed signs of mold. Also, areas in the stairwell that appear to have been moist in the past. They also identified areas outside the tower where the chalk is failing and must be repaired. The Agency is working on a plan to move forward.

POC: (Shannon Smith, Deb Stewart)

Great Falls (GTF) Tower/TRACON Mold Issues

Shawn Kramer received reports of water continuously infiltrating the first and second floors of the facility at Fort Smith. It turned out that TechOps was

aware of the problem and allowed it to continue with plans to fix it in the next fiscal year. The FACREP was instructed to immediately file a UCR. Subsequently the FAA appeared on site to initiate a short-term fix to the leaks and remove the wet sheetrock and carpet.

POC: (Shawn Kramer)

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 a vacancy Great Lakes Region.

POC: (Mike Odryna)

PHL 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.

POC: (CJ Jacques)

IWA Flooding

Major water leak at IWA tower with Asbestos issues that are currently being worked through. Asbestos abatement and mold remediation projects are also currently being developed.

POC: (Karena Marinas)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout February and March in the Great Lakes, Southwest, Central, Northwest Mountain, New England and Eastern 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. An updated list of training available for all NATCA OSH Reps will be available ASAP

POC: (Mike Odryna, Dominic Petrelli)

PCT Housekeeping Issues

The Agency along with NATCA have started to develop a strategy to ensure the cleaning requirements set forth in the janitorial contract and TechOps requirements for equipment cleaning are adhered to.

POC: (CJ Jacques)

Public Access Defibrillator 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
FAI FSS: New Roof and HVAC Unit	YNG: Roof Replacement
FAI ATCT: HVAC-ROOF Replacement	ARR: Overall Facility Condition
GRR: Odor, ASR Contamination	PHF: Mold/IAQ
NWM Regional Office: Water Quality Issues: New Regional Office Build	New NWM Regional Office Design
DAL ATC: Water intrusion and Mold	SGF Mold/IAQ
HSV: IAQ, Fumes	ZAN: Seismic Upgrade
DSM SSC Office: Comprehensive Mold Evaluation	FSM: Water Intrusion, IAQ
NWM Regional Office: Water Testing	SGF ATCT: HVAC Project
GTF: Mold	Cape TRCAON: Sewer flies, Odor, Plumbing issues.
Mansfield Tower: Water, Security, FLS	Nome: Asbestos in the floor tile Mastic
CRP: IAQ	PTK: Mold Remediation
DTW: IAQ Investigation	Tallahassee: Water Leaks
San Juan Tower: CAB Glass Replacement	Wilmington: Doors Broken
ABE: Overall House Keeping	PHL: Overall House Keeping, Rodents
BTV: Post Remediation Rebuild	BGR: Ongoing remediation Efforts
SIT: Drinking Water	BRW: Ongoing REHAB
DLG: Generator fumes causing IAQ issues	KTN: Facility REHAB
PIA: Water Mold	Minneapolis TRACON: OSHA Inspection

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the NATCA Article 114 Representative for UAS. Jeff Richards (ZAU) is assisting Mr. Weidner on this project due to the workload and activity associated with it. Below is the update for the membership.

NATCA/FAA WORKGROUPS

The NATCA/FAA Part 107 workgroup recently visited MIA, FLL, PHX, SDL and DVT. The group will be finishing up with a visit to ZMP. Our thanks to each of the facilities for their hospitality and willingness to accommodate our visits. The group received great feedback from these facilities and provided us with a large amount of useful data and information.

There is currently a request in the field for five SME's (2 enroute, 2 terminal, and 1 oceanic) who have UAS experience. These SME's will be part of a workgroup that will formulate recommendations to the FAA on standardized UAS lost link procedures. We expect this work group to meet periodically for the next 2-3 years as we work through this task.

UAS FACILITY MAPS

In an effort to improve the quality of Part 107 authorization requests coming into the FAA, the agency is making public the UAS Facility Maps that each terminal facility was asked to complete. The agency has found that absent any guidance on what altitudes may be authorized around airports, proponents are simply requesting 400' AGL for every flight - whether they need it or not. This is leading to a high rate of disapprovals and greatly increased coordination time with the affected facilities.

With the maps publicly available, it is believed that the proponents will become more precise with their authorization requests. The first batch of maps - which includes all Class E surface areas - was made public on April 27th. The agency will publish new maps, along with any map updates on the normal 56-day chart update dates. All maps are expected to be released by the end of 2017. The maps can be viewed by clicking [here](#).

DRONE ADVISORY COMMITTEE (DAC)

The Drone Advisory Committee (DAC) met on May 3rd at the Airline Pilots Association headquarters in Herdon, VA. NATCA was a co-host for this meeting and sponsored the DAC dinner on the evening of May 2nd. NATCA's Executive Vice-President, Trish Gilbert, is a member of the DAC. Mr. Weidner, Mr. Richards and NATCA's Deputy Director of Safety and Technology, Mark McKelligan, support Trish with DAC activities. Mr. Richards is a member of the DAC sub-committee.

Mr. Weidner and Mr. Richards are also participating in two of the DAC's Tasking Groups (TG). Mr. Richards is representing NATCA on TG2 - Access to Airspace. This TG will come up with recommendations to the FAA on how

the UAS industry can gain additional access to airspace, further enabling integration. Mr. Weidner is representing NATCA on TG3 - UAS Finance. The purpose of TG3 is to make recommendations on how the UAS industry can financially support integration.

LOW ALTITUDE AUTHORIZATION AND NOTIFICATION CAPABILITY (LAANC)

The Agency is continuing to move toward deployment of its Low Altitude Authorization and Notification Capability (LAANC). LAANC will automate the UAS authorization (for Part 107) and notification (Part 101/Hobbyist) process. The Agency is working with several industry partners who will provide this service to the various UAS proponents. The Agency will provide UAS facility map data to the industry partners. The partners will, in turn, develop tools that will provide authorization and notification services to the proponents, on a real-time basis, based on the UAS facility map data. The authorizations and notifications will be instantly transmitted back to the facility for which the authorization/notification was made.

The agency will be deploying the LAANC tool in 5-10 facilities (yet to be determined) by the end of CY2017. Providing all goes well at the initial sites, the LAANC tool will be deployed in facilities across the NAS throughout CY2018. Mr. Weidner and Mr. Richards are working closely with the Agency on this project.

14 CFR 99.7 SPECIAL SECURITY INSTRUCTIONS

Using its existing authority under 14 CFR 99.7 - Special Security Instructions, the FAA has implemented airspace restrictions that apply specifically to UAS. The Agency recently published flight restrictions over 133 Department of Defense facilities, restricting UAS flights up to 400' AGL over these facilities. The restrictions apply to all types and purposes of UAS flight operations and remain in effect 24 hours a day, 7 days a week. These sites can be viewed on an interactive map by clicking [here](#).

SECTION 2209

Section 2209 of the FAA Extension, Safety, and Security Act of 2016 directed the Secretary of Transportation to establish a process to allow applicants to petition the FAA Administrator to prohibit or restrict the operation of an unmanned aircraft in close proximity to a fixed site facility. The section goes on to say that only the following may be considered fixed site facilities:

- Critical infrastructure, such as energy production, transmission, and distribution facilities and equipment.
- Oil refineries and chemical facilities
- Amusement parks
- Other locations that warrant such restrictions

There are still several details to work through before the agency is able to issue any UAS restrictions under Section 2209, but the process is in the works.

UAS LEADERSHIP TEAM

The ATO recently established the UAS Leadership Team for the purpose of ensuring that the ATO is moving forward in a unified way on UAS integration. Mr. Weidner is representing NATCA on the ULT

UAS QUESTIONS

As a reminder, any UAS related questions could be addressed to Mr. Weidner and Mr. Richards at UAS@natca.net.