NATCA Safety & Tech Update
Week of November 13, 2017

AUTOMATED TERMINAL PROXIMITY ALERT (ATPA): Mike Sanders (SCT) represents the membership as the Article 114 Representative for ATPA. Mr. Sander's report is below.

> We are in current development for controller training in an ELMS course that was projected to be completed in December, but due to Serco's programmer involved in a serious car accident the project is now projected to be complete late January. More to come as it becomes available until then our prayers go out to the programmer for speedy and healthy recovery.
>
> At this point if any facility has a desire to adapt ATPA, we need to wait until the ELMS training is complete.
> Please contact me so we can go over the process and add you to the list.
> Mike Sanders, SoCal TRACON, National ATPA Lead, laxapproach@icloud.com

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 5400 clearances a day. LAX takes the lead in CPDLC clearances by sending over 2100 clearances for the week, followed closely by ATL with 1900 and DEN and LAS with 1470. CPDLC operations compared to a percent of all operations are led by MDW. MDW has almost 60% of all IFR operations that are CPDLC equipped. OAK comes in second with almost 50% of all IFR operations and BWI follows closely with 48%. DAL and HOU are close to 46%. Congratulations to ADW for becoming the first PDC site that has been upgraded to CPDLC. ADW declared IOC on November 8th.
> Tower Data Link Services (TDLS) build 12.4A was released to the field last week for install. Thanks to DFW and EWR for agreeing to be key sites for testing the release. Install disks are being shipped next week to the remaining facilities.
> The Program Office briefed ZAU and ZFW on activities that will be taking place over the next few years to deploy DataComm at En Route Centers. The Program Office has briefed the first 6 sites in the Waterfall and will be briefing the remaining sites over the next 6 months. The briefings are a 2-day event that covers program updates, ATC functionality and CHI, testing, training, adaptations, network service volumes, and implementation.
> The scenario generation and ghost pilot delta courses for En Route training have been validated. The Air Traffic Training and Air Traffic Work station courses have passed the operational tryout and are awaiting first course conduct validation. The only remaining course that needs to have an operational tryout is the refresher training and that is scheduled to be completed in January.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) leads the ERAM efforts for NATCA. Dan Mullen (ZID) provides this update.

Facility Tech Reps (FTRs) and Computer/Human Interface (CHI) Team members evaluated several proposed Data Block changes with regard to leader line anchor points and Datacomm symbols. The revisions will resolve problems with clutter and confusion caused by all the new data being presented on the Data Blocks.

The newest ERAM software release (EAE100) was Key site tested in the ZKC Test and Training Lab. This version will be able to simulate Datacom functionality including multi-site scenarios and will be the foundation for upcoming Datacomm training. The Ops version of EAE100 will begin Key site testing in February 2018 as the next step in EnRoute Datacomm implementation.

The EnRoute Automation Workgroup (ERAW) reached consensus this week on the selection of new Radar Monitors, choosing the EIZO UHD 43 inch monitor. The plan is to install the monitors at 3 sites (TBD) as part of Tech Refresh Key site between May and November 2018. Pending a successful key site process, the rest of the ARTCCs will get them beginning Nov 2019.

Airborne and Pre-Departure Reroute (ABRR/PDRR) operations began on October 23rd. All ARTCCs are now displaying chevrons around route segments that are protected by a Traffic Management Initiative. Additionally, the sites that have completed training and enabled ABRR now have the ability to forward reroute information from Traffic Management directly to the controlling sector. Controllers will be able to accept these reroutes and update the flight plan without having to retype all the information.

The following is a sample of the issues the National User Team worked over the past few weeks:

ER 167152 ATWS SIGMETS
The team discussed an engineering question about the functionality of the unacknowledged SIGMET number.
ER 182211 Remove Auto On-Frequency Indicator
The team is not pursuing this ER and it will be placed in future status in case it is needed after operational use of Data Com begins.

STARS Enhancements 4th Line

The task team discussed the concepts for how passing of 4th line between terminal and center should work. Items discussed were an on/off switch for the functionality adapted for each approach control; both hosted and non-hosted approach behavior, a local 4th line (one that would not pass to terminal) and a unique command the user would enter to have a 4th line element pass to approach.

SMG/BMG Slides

Steve Snyder provided information regarding the SMG update information sent out earlier in the week.

Full Data Block Refinements

Rob briefed the team on the decisions made regarding FDB changes as a result of last week's evaluation. The briefing material was sent to the team as a reference. There will be another evaluation at the end of November for specific FDB attachment points, the team will be briefed on the outcome once the evaluation is completed.

ICAO Full Template

The updated version of the use case was discussed. The goal is to better organize and present information in the full template to make it easier for the user. The task team will continue to develop the use case for further team discussion.

ER 177574 Keyboard Macro – Prioritized as a 1B

ER 160556 Improving Fault Tolerance – Prioritized as a 1C

ER 180892 VCI Indicator – Prioritized as a 1A

ER 180234 CFR Readout – Prioritized as a 1A

ER 180892 Auto VCI Color

The team discussed and reached consensus on the problem statement, its desired behavior is to change the color of the Auto VCI to the same green color as the Manual VCI indicator. Once all team members concur the problem statement will be sent to SLE.

ER 180234 CFR Route Display

The team discussed and reached consensus on the problem statement, its desired behavior is to change the adaptation capability of the CFR to match that of the ACL route field. Once all team members concur the problem statement will be sent to SLE.

ER 176946 Route Processing due to Step Climbs

The team discussed and reached consensus on the problem statement, the desired behavior is to provide the capability to retain step climb waypoints in filed flight plans. Once all team members concur the problem statement will be sent to SLE.

ER 182677 Excessive Trajectory Penetrations
The team discussed the draft problem statement, its desired behavior is to correct a situation where routes that have more than the allowable number of FAV penetrations are not processed correctly. Another solution discussed was rejecting amendments that fit this criteria and providing an easy to understand Reject message. The problem statement will be discussed again next week.

ENTERPRISE-INFORMATION DISPLAY SYSTEM (E-IDS): Amanda Hodge (ZOA) is the Article 114 Representative for Enterprise-Information Display System (E-IDS) work. Ms. Hodge's report for the membership is below**.**

Background: The Enterprise Information Display System (E-IDS) project aims to replace all existing IDSs in the NAS, providing the Agency with one enterprise solution across facility types. While some customization is necessary and should be available, one system will reduce overall costs for upkeep and training, and resolve the upcoming end-of-life issues we have with our current IDSs in the field (IDS-4, ERIDS, etc.). The project is working towards finalizing requirements by the summer of next year, with a contract scheduled to be awarded in 2019.

The E-IDS Team's current focus is ensuring that all appropriate requirements are documented by the middle of next year. This requires work with, and input from, the Subject Matter Experts (SMEs) in the field. NATCA National and FAA HQ are in the process of finalizing what that looks like. The E-IDS Site list has also been created and is now being reviewed by NATCA National internally. NATCA Reps have been involved in compiling the list used for final comment and approval.

The upcoming holiday schedule (with associated moratoriums and heavy leave usage) will impact the amount of E-IDS activities through January 2018. Activity is expected to increase in the beginning of the New Year.

Upcoming activities:

- Tower and TRACON demo work with SMEs (TBD)
- En-Route focus group and demo work with SMEs (TBD)

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

FDIO

The first article testing is still on going. The FDIO Team is dealing with numerous quality assurance issues. To date all issues are being corrected by BOCA and then the FDIO Team re-tests the corrected printer. The printer is also in its final stages of its FCC Class B certification and should be certified by end of September. The key site install was slipped back to January 2018. The plan is to have 5 key sites consisting of a Tower and TRACON and due to their unique printer demands we are also planning on using Honolulu, Alaska and Puerto Rico.

EFSTS

There is nothing to update at this time.

FIDI

There is nothing to update at this time.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) leads NATCA's efforts on the IDS-R project as the Article 114 Representative. Below is Mr. Smith's report.

The latest software build, NIDS 3.6.3, was released nationwide during the last week of October. As of November 7 six networks have upgraded with no issues being uncovered yet. The agreed upon support for I90 has expired and no problems were encountered there that were directly associated with NIDS. (Some routers and modems needed attention and were reconfigured by the Harris/FTI group and local Tech Ops).

The next software build has been bundled and the vendor is aiming for a delivery date of March 2018, which would make a late June distribution date feasible. These dates are pending successful testing of the software build and barring any emergency builds that might be needed beforehand.

The NIDS database team is currently reviewing some of the older databases in use and updating them with features that were not available at the time of their construction. This would be a good time to get your facility on the list for a review of your database.

If you or your facility have any questions or problems with NIDS please contact the NATCA NIDS Representative, Richie Smith, at IDSR@NATCA.net.

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. The system still has stability problems so Harris will continue working on defect resolution prior to starting formal FAT. Formal FAT was scheduled to start July 18th, but has been officially delayed. The FAA is working with Harris to address the impacts to the deployment schedule because of this delay.

Harris has kicked off Release 1.1 Stability Assessment Testing (RSAT) along with rapid development to improve stability in the next several months.

Mr. Shedden was in Washington, D.C. for the NVS Program Management Review (PMR) on October 18th.
Mr. Shedden was in Melbourne, FL October 23rd-27th and November 6th-10th participating in the RSAT activities.

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 in radio communications. This issue has cropped up twice now during deployment and the program office should brief future affected facilities prior to install.

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.

NVRP is currently in the source evaluation phase.

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.

A **Tone Mitigation National Workgroup** has been formed. This was a result of a large number of tone incidences being reported at Potomac TRACON (PCT), as well as other places. National selected the following members to represent NATCA on the workgroup:

- Brandon Miller
- Don Smith
- CJ Jacques
- Jon Shedden

The first meeting was in Washington, D.C. on September 19th and 20th. The group discussed existing equipment in the NAS, as well as possible future changes. We are currently reviewing minutes from the meeting as well as completing action items as assigned. No date has been set for subsequent meetings.

The 2007 memorandum for the Guidance of Handling and Processing Tone Incidences was rescinded and a new one, collaboratively worked between NATCA and the FAA, was issued in June. It was ultimately decided it should be included with a checklist into the 7210.3. That process has completed and a DCP has been created for inclusion in March of 2018.