NATCA Safety & Tech Update
Week of October 15, 2018

ATO OPERATIONAL CONTINGENCY GROUP (ATOC): Jason Grider (ZFW) is the Article 114 Representative for NATCA. Also, included in Mr. Grider's duties is Article 114 representation for the Business Continuity Plan (BCP). Mr. Grider's report for this month is below.

Mr. Grider is representing NATCA on the contingency training workgroup. The workgroup has met monthly throughout the summer to develop new training requirements for controllers working traffic during a contingency event. The workgroup will send their recommendations to AJI for the development of training to be distributed to facilities.

The CO group spent the month of September concentrating on working with ZMA and ZSU to make improvements to their operational contingency plans (OCP's). The team traveled to the facilities and provided them with draft OCP's that would serve as a foundation for the facility to begin negotiations. The work that was done was very well received and the CO group is moving forward with deploying to all facilities over the next couple of years.

The national oceanic contingency group met with the ATOP workgroup at the WJHTC in New Jersey to explore different ideas on how to utilize ATOP in the event of an oceanic facility going ATC-0. Several ideas were captured and will be looked at for feasibility to be used on live traffic.

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

Controller Pilot Data Link Communication (CPDLC) sites are now sending over 51,000 clearances a week. Version 12.5 is deployed to all but one facility. The system performance and stability appears to be much improved over version 12.4a. Forty-one sites are running some version of auto mode. Auto mode is when initial flight plans are printed in the tower, the system will auto populate the information that needs to be delivered and automatically send the clearance. Before the enhancement to Tower Data Link Services (TDLS), only 5 sites were using auto mode. As additional sites adapt operational configurations, the use of auto mode should increase. Auto mode is a timesaver for the clearance delivery position since controllers would have to manually enter all of the information that would go in a clearance and then send it. There are even some facilities that combine ground control with clearance delivery and the benefit of not having to take your eyes off of the taxiways improves safety.

ZID went to 24X7 operations on CPDLC October 3rd. Aircraft participation was between 100 to 200 flights a day until Southwest Airlines activated their crews. The participation rate then went to around 550 flights a day. ZID is the first site to go to

24X7 operations. During the course of the full day runs, the site experienced some network delays and failures. The delays were noticed in around 3% of the messages sent, but did increase the workload for the controllers These network failures prompted the site leads to fall back from 24X7 operations. The program office is working with Harris Corporation, Rockwell Collins, SITA, OEM manufactures and others to determine the cause of the network delays. They are also trying to determine if they are confined to ZID airspace, since the same delays have not been seen at other sites. ZKC is planning on running 1100-1800 runs starting on the 18th of October. These runs will also help determine if the delays are isolated to ZID airspace.

When a controller enters a command into ERAM to uplink a clearance to an aircraft, the message is usually delivered in a few seconds. The pilot would then open the message and view the instructions and respond with either a Wilco or an Unable. The response back from the aircraft would also be delivered within a few seconds. The time is takes a pilot to open a message, understand and execute it should be the only variable of how long the message takes to be responded to. In most cases, when you send a frequency change to an aircraft, the response should be received in about 30 seconds. Clearances that include loadable route information can take longer to receive a response because of actions the pilot must take to load and review the new route. The delivery time of the message is still delivered within a few seconds.

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

 - FTR's continue to support CPDLC Expanded DFV testing at ZID and Limited DFV testing at ZKC and ZME. All three keysites are progressing towards IOC by the end of CY 2018.

- EAE130 Ops Eval testing exposed 2 critical issues that require a rebuild prior to beginning of keysite TTL and Ops testing. The new release will be tested at the Tech Center the week of October 15th. Based on successful testing EAE130 will be TTL tested at ZLC, ZME, and ZSC October 22-27.

-8-1-1 Guide Update
The team was briefed and reviewed the updated 8-1-1 guide for EAE130. Changes included terminology updates from Data Comm to CPDLC, additional information in the CDPLC Down outage, and CPDLC Query Service outage.

- The Typing Buffer task team completed the awareness item and it is process of being distributed to all sites. The new functionality is delivered in EAE121.

-The National User Team attended a quarterly meeting September 18-20. The following items are an example of issues worked and decisions made:
  ➢ Controller Card

The team reviewed and agreed to the changes for the EAE130 release version of the Controller Card. This version will include more Data Comm functions. The new document will be released electronically and in print version.

➢ ER 191218 CS 0 (ZERO) Command
This ER will be delivered via a PRED in the EAE130 release. The new functionality will require extra steps to help prevent accidental opening of all sectors with a single command.

➢ ER 183395 Changes to FALCON
The team continued the discussion of the use case, the desired behavior is to bring FALCON up to date with current ERAM CHI and keep it current as new ERAM changes are implemented. The task team will be updating the use case for further team discussion.

➢ A190040 EDST Toolbar and A190175 EDST Display Offset
The awareness items for these issues were discussed and reviewed. All sites transitioning from an EAD to an EAE system will need to use the steps in the both awareness items and follow SSM-ERAM-261. Once both channels are on an EAE release the situation no longer occurs. Due to a one time event it was decided to abandon a software fix.

➢ STARS Enhancement 2
  ▪ The team discussed and agreed to changes for the 4th Line use case and functionality.
  ▪ A matrix capturing Point Out behavior was reviewed. The intent of the matrix is to ensure that the STARS and ERAM behavior in all instances of Point Outs is captured. Additional work is still needed and the final solutions will be reviewed by the user team.

➢ PDRR/ABRR
  ▪ A briefing on the status of PDRR/ABRR was given, all sites have ABRR enable and all but two sites have PDRR enabled.
  ▪ ER 176378 2 Flights with the Same Route Show Different Protected Segment – the task team is working on the issue and the use case will be presented next month.
  ▪ ER 187546 Invalid ABRR Reroute Uplink – Reassign to Data Comm team for input and direction.

- ER 187829 Applying TFM Reroute Past Divergent Fix Causes AM Change Destination Menu to Appear – Reassign to Typing Buffer task team for solution
- ER 185287 Cyan Coding
  The team discussed and reached consensus on the problem statement, its desired behavior is if there is a TFMS generated reroute that extends beyond the ERAM bounding box, TFMS should reject the reroute. The problem statement will be sent to SLE for processing.
- ER 184496 ABRR/PDRR Restricted Airspace
  The team discussed the current version of the use case. Its desired behavior is to provide the capability via adaptation to designate adapted routes that are never over-ridden by PDRR/ABRR protected segments. The use case was sent to the team for review and will be discussed during the next team telcon.

➢ System Enhancements:
- ER 195554 AHI and Point Outs: The draft problem statement was discussed, the desired behavior is to insert an AHI (Auto Handoff Inhibit) for an aircraft from an initiating sector to the receiving sector after the receiving sector has approved an automated pointout. An updated version of the problem statement will be discussed next week.
- ER 183277 Create folders in MRP List for each airport that has meter point arcs
  The ER was reviewed and the task team will discuss whether or not a problem statement is needed.
- ER 191569 Route Disappears from ACL
  A PR that corrects this issue is packaged in EAE300
- ER 194653 Pending Font and Brightness have not effect
  A task team was formed and they will write a problem statement.

➢ Data Comm
  The Data Comm team briefed on several issues including the content of the EAE130 release, Ghost Pilots for Data Comm training, system changes related to ER 190772 (Inconsistent Use of Terms), latency issues, status of Failure Mode enhancements, frequency management and local procedures. Also discussed was the draft use case for Data Comm Speeds; this use case will be discussed again in the coming weeks.

ENTERPRISE-INFORMATION DISPLAY SYSTEM (E-IDS): Amanda Richardson (ZOA) is the Article 114 Representative for Enterprise-Information Display System (E-IDS) work. Mrs. Richardson'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.). Current domains without an IDS will also be addressed (Oceanic, FSS, etc.) The project is working towards finalizing requirements by the end of this year, with a contract scheduled to be awarded in 2020.

An initial Safety Workgroup was conducted to review the E-IDS program as a whole and we identified and discussed some preliminary risks/hazards. The goal of the workgroup is to identify any hazards early on to ensure that all possible solutions are reviewed including, but not limited to, additional engineering requirements. This work will continue early next year, with another follow up in the spring.

The NATCA E-IDS National Workgroup Participants were fully briefed during the all day onboarding session Oct 4th. The Human Factors and Integrated Test Team work will begin Thu, Oct 18th and continue every 2 weeks for at least a year, to be extended if necessary. The National Workgroup scoping document also allows for sub workgroups and additional SMEs, as needed. Any additional needs that are identified during this work will be addressed in accordance with the scoping document.

Upcoming activities:
- SRM Workgroup meetings, continued (dates in DC TBD)
- Article 114 Rep meetings and training, CFS 2018 (Oct 22-24)
- Weekly / bi-weekly program status and engineering telcons (ongoing)
- Human Factors and Test Workgroup (ongoing)
- Training telcons (ongoing)
- Bi-weekly Risk Board Telcons (ongoing)
- Weekly check-in with Program Manager (ongoing)
- Weekly Systems Engineering Telcons (ongoing)