NATCA Safety & Tech Update
Week of September 5, 2016

AIRSPACE: Jim Davis (PCT) is the National Airspace Representative for NATCA. Below are reports from the various airspace team leads and Mr. Davis.

Denver Metroplex Update – 08/24/16

The Denver Metroplex core team conducted SRM Panels to begin the validation of the proposed design. The SRM Panels found few safety risks, and those that were identified were successfully mitigated. The next step to further validate the proposed design will be HITL simulations in the coming months.

Outreach activities with select officials began with high level briefings conducted by the Regional Administrator and the Team Leads. These high level briefings were well received by the select officials. Further work and refinement continues on the proposed outreach activities upcoming through the summer of 2017.

Mark Ostronic Denver Metroplex Article 48 NATCA Lead

Florida Metroplex September Report
Florida Metroplex co-leads attended Metroplex Leads meeting in Boston, Ma
Florida Metroplex co-leads communicated with ESA Directors reference ongoing Metroplex activities. Also communicated with the OSG at the ESA.
Florida Metroplex co-leads met with our core team and some facility POCS to plan for the following upcoming challenges for the project:
Outreach
Completing preliminary design packages
Conducting 2 HITLs scenarios
Supplied required input to Headquarters.
Submitted by Greg Harris, Florida Metroplex NATCA Art 48 rep

Charlotte Metroplex August 2016

August began with Charlotte team continue to work issues related to the July 21st implementation. The Main issue identified with this implementation is the anchor point of the JONZE STAR is an at or above seven thousand which is causing Delta MD80/B717's being high on profile when on a north operation. The "at or above" altitude has been identified to be redesigned to an "at altitude" in our September post implementation meeting. The mitigation was for Delta to file the conventional STAR until the procedure is redesigned. One issue with that mitigation was there is an ADAR that was

reassigning the aircraft back on to the JONZE even when DAL filed the conventional STAR. DAL dispatchers were very cooperative with the team in working thru this issue and by having the dispatchers file a RNAV arrival value of zero they are able to fly the conventional STAR. Atlanta ARTCC is amending the ADAR so that DAL will not have to take the additional step when filing the STAR and that will take effect with the September 15th build. In addition to the Lead carrier being at the post implementation meeting, representatives from Delta and some of the regional carrier will be attending. The regional carrier's fleet mix has many non-vnav aircraft, which systemically have issues with the optimized profile descent procedures.

The team has continued to work with the Regional Administrator and personnel for the Service Center over noise concerns from the communities from the Southwest area of Charlotte. The noise complaints appear to be isolated to this one quadrant even though all quadrants procedures utilize the same type of dispersion techniques for departures.
As we continue to work on the myriad of issues from previous implementations and construct the agenda for the post implementation meeting in September, the team must also prepare for our final implementation. The final implementation, January 05, 2017 consists of mainly Satellite Airport procedures. The last week of August we are beginning our visits to the facilities impacted by the January 05h implementation.

Ron Myers CLT Metroplex Article 48 lead

Las Vegas Metroplex Design & Implementation July & August 2016

The Las Vegas Metroplex Design and Implementation Team are still in the very beginning stages. The full Team has yet to be put together. The plan is to assemble a full team sometime between October and January 2017.

Brad Mayhugh (FAA Co-Lead) and I have begun early outreach work with the Program Office, as well as, meeting with the Regional Administrator and Clark County Airport Authorities. Work is currently being done to establish a Community Engagement Plan to begin Outreach prior to the start of design work.

Submitted by Chris Thomas Article 48 Co-Lead Las Vegas D&I

Atlantic Coast Route Project (ACRP) Aug update

Article 48 Rep Jorge Rivera

The ACRP team spent two weeks at ZMA and completed all Q/Y route design work for ZJX and ZMA. ISIM modeling was completed for ZJX at ZMA two weeks ago. Last week ACRP traveled to ZSU with ZMA SMEs and the ISIM lab to finish design and the last Modeling for ACRP.

ACRP is pleased to report that the design portion of Q/Y PBN routes is now complete from the Canadian Border along the entire east coast of the NAS all the way to ZSU's southern boundaries ("pencils down"). All the new routes and impacted sectors, modeled the routes and traffic flows to ensure it was designed the way the controllers intended them to work. After finishing at ZSU on Wednesday; another important milestone was; the completion of all the ISIM modeling for all the impacted Facilities. Thanks to the amazing cooperation of ZBW, ZNY, ZDC, ZTL, ZJX, ZMA, ZSU and the ATAC ISIM folks.

In two weeks ACRP will be back on its aggressive travel schedule to visit all the involved Facilities for Route/waypoint validation. City pairs work and procedures will also be evaluated and documented during these visits. Much of the work will be dependent on the assistance and coordination with the Eastern Service Center before we can begin production phase.

Much work lies ahead with LOAs, SOPs and facility level training prior to publication and implementation. Industry and internal FAA outreach and briefings are also a big part of our upcoming schedule as well as close coordination with other PBN projects in the works.

Submitted by: Jorge Rivera

The SoCal Metroplex completed and delivered:

1. The Final Technical Report
2. The Final FONSI/ROD along with the VP briefing document and PowerPoint
3. The Final Topical Responses List to Response to Comments in the EA
4. The Final Response to Comments document
5. Delivered a draft communication plan to Headquarters that details a combination of public meetings, elected official meetings, and webinars to announce the ROD and changes in procedures
6. Prepared the SoCal Metroplex website for utilization for announcement if we receive a ROD
7. Finalized Legal Notice and translated to Spanish for announcement of FONSI/ROD
8. Finalized letter to elected officials to be mailed if ROD is signed. Translated to Spanish

9. Finalized E-Blast letter that will be used to announce ROD in an email. Translated to Spanish
10. Finalized announcement to be used in newspapers and social media to announce ROD. Translated to Spanish
11. Talking points document for Regional Administrator to use when calling elected officials is still in draft format
12. Q&A document has been finalized and is being translated into Spanish
13. Elected official contact list has been updated and finalized
14. Dates and locations for public meeting to announce the ROD are still being coordinated
15. Materials for public meetings are still in draft format

ZLA conducted SRM panels and completed four of six areas. The TTLs for four of six areas have been completed. Work continues on automated routes, PDRs and ADRs. TMU worked on phase 1 route briefing to Command Center.
SCT along with the core team met with industry this week to provide them with a project status update, update on any changes to procedures due to criteria and to work with SMEs on RNAV SIDs off of BUR and SNA for possible post implementation.
SCT conducted scrubs of training simulations and amended classroom materials and training scenarios if any discrepancies were found. Refresher training materials were begun to be developed in the event that a specialist requires training outside of the 30-day requirement.

SCT and ZLA have been participating on telcons and in planning Flight Checks of SoCal procedures. To date all procedures flown have returned satisfactory.

Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

ATL Metroplex

The Atlanta Metroplex team is continuing work towards our 9/15/16 changes and our 11/15/16 STARs implementation.

We briefed at NCF and the CNS taskforce this month. Both briefings went very well, we talked about our implementation plan and the plan to keep the throughput at ATL at 132+ per hour during implementation.

All of the New STARs charts have been reviewed and any errors where given to the Charting Team for corrections. This was a lesson learned from other Metroplex Teams. We have been insured that the Charts will be correct on 9/15/16. Jeppesen is also working with us to put the STAR Speed Note in a more prominent location; this will help insure the Pilots see the Note.

The Team met with ZJX and ZTL to discuss the LOA for 11/15/16, along with any other outstanding issues. During this meeting the LOA changes needed were agreed to and an AIT was agreed to for a 60-day test period. One of the biggest items to come from the meeting was ZJX agreeing to absorb an additional minute of delay and to help ZTL fix as many a/c as possible if they are on the wrong Directional STAR. This will help insure a smoother transition to OPDs.

Our upcoming activities are: 9/12/16 (Delta Follow-Up Brief), 9/15/16 (Dual STAR usage), 10/5 (GBAA Briefing).

Joey Tinsley ATL Metroplex Article 48

Metroplex Study Team Lead Monthly Report – 8/27/16

The Las Vegas Metroplex Study Team completed all of its' conceptual design work by November 6 and then began work on the Study Team Final Report. The Study Team Final Report has now been edited by the team and the Metroplex Program Office Leads and has also finished going through the tech writing process. Also, for the first time in the Metroplex study team process, we established direct communication with the local airport authority and the Airport District Office to discuss potential noise sensitive areas and environmental hot spots. The final report has been signed by the Director of Airspace Services with a likely D&I phase kickoff sometime in the early 2017 timeframe after a determination of what the airport and community outreach will look like and finalizing funding issues. Also, the tower/TRACON move into their new facility this month. The study team analysis of the conceptual designs has determined roughly $7.5M in potential annual benefits to the Las Vegas Valley with an $11M overall estimated cost to the agency. Pre-design coordination involving community involvement has already commenced.
We continue to work with the VOR MON program to determine the most efficient way to integrate the ongoing work being done by VOR MON with the need to replace procedures through the current PBN processes. We continue to work with AJV-14 to add additional co-lead support in each of the Service Centers to do this extra procedure design and development. We also continue to work with AJV-14 to improve the PBN Dashboard by finding ways to validate the accuracy of the Dashboard data along with efforts to examine the consistency of the data. The PBN Dashboard is the main support tool used by the OSG PBN Co-Leads to produce the Baseline Analysis Reviews (BAR) for PBN project requests through the 7100.41A process.
We are also engaged in the rewrite of the 8260.43 order that governs the scheduling and prioritization of procedure development in AJV-5 (Aeronautical Information Services) although work may soon commence on a prioritization plan with AJV-14 in the near future. We are currently looking at

meeting dates in early November for the 8260.43 re-write workgroup to continue working on the draft document. I am currently the NATCA POC for the SFO CAR (Corrective Action Report). The CAR is reference the DYAMD and SERFR STARs into SFO and an issue with the descent profile leaving the confines of the Class B airspace with speeds higher than allowed in the FARs. The POCs have sent forth a final response to the Director of Airspace Services and VP of Mission Support. The ATSAP Analysis Team (AAT) has not concurred with the response at this time but we are looking to start work in the very near future on the amendment to the SERFR (via the 7100.41A process) to bring the procedure back in to compliance. We are also re-examining the lead operator roles and responsibilities as it relates to the ongoing Metroplex teams and the single site OSG PBN work. We expect to have a telcon with A4A and other industry representatives in the near future to discuss.

Submitted by Metroplex Study Team Lead Art. 48 Ed Hulsey

National Design and implementation Rep (August)

Metroplex:

1. The Funding issue for FY17 and remainder of FY 16 appears to have been resolved.
2. Community Outreach continues to be challenging in developing and implementing PBN in the NAS. Metroplex has developed Community Outreach plans for the sites and outreach has now begun at all sites. There has been some movement on getting plans in place for outreach for our .41a projects however those plans are still disjointed. In addition, the Agency still has several groups working this issue with little or no coordination between them. It is hoped the SCT Metroplex record of decision (ROD) will be signed soon, there has been allot of time and resources spent on getting to this point. The SCT Metroplex team has done an outstanding job getting to this point.
3. National Prioritization: No update

Joint Analysis Team (JAT):

The team met in Denver to discuss established on RNP (EOR), Phil Hargarten (Western OSG Rep/ National EOR Rep) joined the team for a lengthy

discussion on what the definition of EOR should be, and consensus was not reached.

Submitted by Mark McKelligan (ZBW) National D&I Rep

NATCA National Airspace Rep

The FAA has funded a study to be done by Mitre to look at what airspace and/or procedures could by redesigned to help in the New York area. We are still working to gather more information so we can properly engage in collaboration.

We are starting a combined effort with the PMO to address infrastructure and airspace improvements in the Caribbean. Funding has not been completed so this is very early on in the process.

Community outreach is still our biggest challenge. We are providing guidance and support to our Metroplex projects to conduct outreach. The .41 projects are still behind and looking for more assistance on how they should be doing outreach.

Submitted by Jim Davis NATCA National Airspace Rep

Western PBN and EoR 7/23-8/26

7/25 Participated in a telcon with the Nextgen office, Houston TRACON NATCA and Management. I90 would like to take advantage of the new Widely Spaced separation standard in the 7110.65 which allows controllers to consider an aircraft flying an RNP-AR with an RF leg to be considered "established on final", eliminating the requirement to maintain 1000/3 separation between aircraft conducting instrument approaches to widely spaced parallel runways until established on a straight-in final. I90 is requesting assistance from NextGen for the implementation since I90 will be the first facility to implement EoR since the new separation standard has gone into effect. During this telcon, initial logistics were discussed and a date verified for a site visit to begin implementation efforts.

7/27 A telcon was conducted with the GPI (Glacier Park, MT) SID working group to finalize the two SID designs and declare pencils down. The full work group has reached consensus and the procedures are being sent to environmental for review.

8/3 A telcon was conducted to obtain final consensus for a new RNAV STAR serving Travis Air Force Base. Full Work Group consensus has been reached and pencils are down. The STAR is being forwarded to environmental for review.

8/9 Participated in RTCA JAT meeting for EoR. There was much discussion about what the definition of EoR should be for which I have my opinion. Also discussed, future NIWG identified sites for EoR, Industry perspective on the benefits of EoR (United). A significant portion of the discussion was how to determine if there is a benefit. The members of the meeting seemed to feel that most of the identified benefits of EoR are anecdotal. The members would like to explore potential methods to quantify the benefits of new separation standards resulting from the EoR program.

8/15-17 Participated in a meeting with SDF NATCA/Management to introduce the concept of EoR. SDF is one of 7 facilities identified by the NIWG as a potential site for TF EoR for Duals with final monitors. Facility reps and management expressed interest in participating as a future site for the program. The facility discussed a current study being conducted by the Eastern OSG to redesign the SDF airspace however this project does not have a process or funding to implement the results of the study. The facility also expressed concerns about having the staffing available to open the final monitor positions to conduct EoR operations but stated they would make it work to support the project.

8/22-24 Participated in a "kick-off" meeting with the Nextgen office at the Houston Tracon to begin the process of implementing the Widely Spaced RNP separation standard (5-9-10) at IAH. Nextgen and Digital iBiz intend to assist the facility from a program management standpoint to assist with setting timelines, training, automation and all other facets of implementation leading up to a fly-it date. Although the separation standard is established and in the .65, I90 will be the first to fly with this separation standard since it was added to the order and they are requesting assistance implementing. The facility will also be looking to adapt CRDA to provide controllers with a decision support tool while using the new separation standard.

8/24 Participated in a telcon with AJV-14 and Western OSG to discuss redesign of the SERFR RNAV STAR at SFO. This STAR was originally designed in Metroplex with the expectation of a Class B amendment to fully contain the procedure. The Class B has not yet been amended so as published, aircraft descend out of then re-enter the Class B. An ATSAP CAR was initiated due to aircraft descending below Class B, but the STAR has speeds, which exceeds

the 210k-speed restriction below B Airspace, which is a violation of FARs. Currently, mitigations are in place where controllers issue a Descend Via clearance "except after EPICK, maintain 8000". This mitigation contained aircraft within Class B. As a result of the CAR a decision has been made to amend the SERFR STAR by adding a waypoint with a restriction to contain aircraft in the Class B at the earliest possible date. .41A processing is underway with the plan to convene a full work group on 9/21 with a target publication date of 1/5/17.

Phil Hargarten, Western PBN Rep/National EoR Rep

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) is NATCA's Article 48 Representative to the AJV-7 Office. His update for this report is below.

1. I attended the Mobile IFR clearance delivery research demonstration. The demo demonstrated a concept that allows pilots to receive IFR clearance from a mobile device. The demo also demonstrated the possibility of IFR release being obtained from the mobile device. The concept is in the early stages and NATCA will provide SME's to MITRE to assist in the development.

2. AIM seg 3- The work on this project is ongoing. The con ops and shortfall analysis is a work in progress. The concept is to digitize all paper IE: LOA's, SOP's, charts, orders and etc. The issue brought to light by NATCA is the absence of a method for controller to obtain the digitized versions of reference material for the purpose of studying and training. I will keep the membership posted moving forward.

3. ERAM sector enhancement- The ERAM National User Team (NUT) took on the task of prioritizing sector enhancement. A series of three meeting where held to brief the NUT on the concepts for sector enhancement and how to use the scorecards to rank score those enhancements. The NUT returned all score cards by August 17th. The score cards where summarized to provide a NATCA score to the overall process of sector enhancement prioritization. I would like to say thank you to the NUT for taking the time to complete this process.

4. QWERTY- We are finalizing the plan to test these keyboards.

5. Interval Management (IM)- The IM workgroup will continue its work in September.

6. Spectrum Frequency- The agency is updating an order dated 1980. The order outlines the requirements for frequency installation and back up requirements. Jon Shedden has been representing NATCA on this project.

7. Aircraft Types- The CAR addressing aircraft types is an ongoing process. NATCA and the agency have meet several times in August on this specific issue. The meetings have uncovered the need to finalize an order to compile a national database for aircraft types and prevent erroneous types to be used in the NAS along with robust training to the field. Other solutions are being discussed but need to be investigated further prior to releasing.

8. Airspace Technical Demonstration-3 (ATD-3)- I attended a briefing by NASA in Fort Worth, TX. ATD-3 brings three concepts Multi Flight Common Route (MFCR), Traffic Aware Strategic Aircrew Request (TASAR), and Dynamic Routes for Arrivals and Weather (DRAW). NASA will be giving NATCA national with an in depth briefing in October on ATD-3. I will report more after that briefing.

Offshore Precipitation Capability (OPC)- AJV-7 is waiting word from the PMO on cost. The information and a path forward should be soon coming

AIR TRAFFIC PROCEDURES (AJV-8): Andy Marosvari (BOI) is the Article 48 Representative in the AJV-8 Office. Mr. Marosvari forwarded the summary below for this update.

- Changes to 65 workgroup
    - The structure of the 7110.65 Revision Steering Committee will be discontinued and the work done by the group will be done by AJV-8 with NATCA representation. The participation by industry and management was minimal and very few NextGen issues were addressed. The cost of the workgroup was high for the benefit gained.
    - NATCA discussed the issue with AJV-8 and agreed to sunset the group in favor of utilizing the NATCA Procedures representative in all of the changes generated by the field and worked through the Procedures office. NATCA will have the ability to submit change ideas outside of the established process, to be vetted by NATCA and the FAA.
    - Controllers will still be able to submit change requests utilizing the established process.

- TALPA
    - TALPA (Take Off and Landing Performance Assessment) is a change to the way runway conditions are reported and disseminated. Braking Action reports have been modified, and MU numbers are replaced

with Runway Condition Codes. In addition, NOTAMS indicating Field Conditions (FICON) will be changed to align with the new reporting classifications. The start date for TALPA is October 1, with Facility training commencing September 1.

- 65 Change suggestions for FY17
  - Controllers wishing to suggest changes to the 7110.65 can use the following survey form for submission: Please be very specific when suggesting a change.
  - FY17 7110.65 Change Requests

- Professional Standards
  - The Professional Standards National Workgroup just completed the last class for FY16 at Atlanta ARTCC. BUEs from facilities nationwide participated in the 3-day class that focuses on communications, problem solving and methods to maintain and promote professionalism throughout the NAS.
  - To date, the Professional Standards Program has accepted over 2000 submissions with approximately 90 % of those issues being successfully resolved.
  - The National Workgroup is planning for 5 training classes in FY17. The first class is scheduled for November 1-3 in Denver and another class will be held in Tampa November 29-Dec 1.

If your facility is in need of a Professional Standards committee member, please send an email to ps@natca.net.

FLIGHT DATA INPUT OUTPUT (FDIO): Ron Shusterman (A90) is the FDIO Article 48 Representative. Also included in Mr. Shusterman's duties is Article 48 representation for the Electronic Flight Strip Transfer System (EFSTS). Mr. Shusterman forwarded the information below for the membership.

> Electronic Flight Strip Transfer System Replacement Keypad (ERK) kits will be shipped early October to existing keypad users. A familiarization MBI will be sent to the facility managers prior to the kits.
>
> Flight Interfacility Data Interface (FIDI) Telcon was held to look at contingency issues with Stars and ERAM as to how to transfer flight plan information from on ARTCC to another in the event of loss or failure.

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

> As NextGen moves forward and technology is deployed increasingly throughout the NAS, the benefits case becomes increasingly about delivery of

savings on two commodities: time and money. Between now and 2030, NextGen expects to deliver 160.0 billion dollars in benefits across the spectrum of NAS users. Approximately 39.7 billion of that total will accrue directly to the airline corporate stakeholders. They will see an anticipated 9.4 billion in fuel savings, and 30 billion in realized crew and equipment maintenance efficiencies. Another 6.5 billion in benefits will be generated at the FAA and Industry collaborative level, with 1.4 billion being created by the efficiencies provided by System Wide Information Management (SWIM).

By far the largest dollar value of Nextgen benefits, approximately 114 billion dollars worth, will be experienced by the flying public as time savings through delay reduction and increased predictability of airline flight operations. Generating these systems is not without risk. There are cyber security risks, equipage risks, benefit delivery risks, harmonization risks, and integration risks among others. NextGen delivery and integration will have to overcome these challenges in order to deliver the large dollar benefits forecasted across the NAS.

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

Weekly Meetings:

Continuing weekly meeting with Kathleen Edic (AJW-23) EOSH Services.
POC: (Mike Odryna)

New Orleans Lakefront Tower Mold Issues

Mike Odryna is continuing to meet with the agency regarding the on-going water and mold issues. It was determined that the concrete block making up the Base building is saturated with water. Several air scrubbers and dehumidifier have been installed. An independent CIH has been hired by the agency to oversee the remediation of the mold. FAA engineers are working on a plan to remove all the damaged sheetrock. While minor fixes are being done at this time, the major project is scheduled to begin on September 26st.
POC: (Mike Odryna, Geoff Bacci, Nichol Bell, Lawrence Pharr)

Establishment OSHECCOMs

All facilities must be covered by an Establishment OSHECCOM and they are required to meet at least quarterly. Establishment committees are used to discuss facility specific safety issues. If any issues cannot be resolved at the establishment level, the issue would then be forwarded to the Regional Committee.

If you have any questions on how to set one up, please contact your NATCA Regional OSHA Rep. The current NATCA Regional OSHA committee list can be found here:
http://www.natca.net/index.php/OSHA-home

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, Mike Odryna)

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)

Indoor Air Quality (IAQ) MOU

With the ratification of the new Air Traffic CBA, an MOU went into effect. That MOU required the Agency to adhere to the IAQ Program Implementation Requirements (PIR). The PIR was developed collaboratively between the NATCA OSHA Committee and the Agency. This document defines actions that must be implemented when an IAQ issue arises. One of the biggest items revolved around water intrusion. As soon as a water leak occurs, the agency must ensure the area effected be completely dried within 48 hours. In the event that this cannot be accomplished, the area will be treated as a mold abatement project.

POC (Mike Odryna)

OSH changes in the New CBA

Numerous articles have changes in the CBA that affect how OSH issues are handled and coordinated throughout the FAA. The OSHA Committee will hold a webinar in October to discuss the changes.

POC (Mike Odryna)

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 vacancies in both the Southwest and Great Lakes Regions.
POC: (Mike Odryna)

Standard Design Working Group for Towers

Mike Odryna attended, via telecom, the Standard Design working group. This group defines standard requirements to be built into all new ATC Towers. Five sub-groups were formed to include, Elevator Design Issues, Fire Life Safety Bus Review, Standard Plan for Down Conductors, Elevator as 2nd Means of Egress, and HPSB Issues. The groups are planning to meet Face-to-Face in Chicago this September.
POC: (Mike Odryna, Shannon Byrnes, Annette McKinney)

Regional OSHECCOMs

The NATCA Air Traffic Regional Reps and Region X reps attended their respective Regional OSHECCOM meetings throughout July. Minutes from the Regional OSHECCOM meetings can be found at:
OSHECCOM KSN Site

Fire Drill Requirement

All FAA employees are required to participate in a fire drill annually. Ask your local management for the status of fire drills at your facility.
POC: (Mike Odryna)

Current Facility issues being worked by the committee and others.

FAY: Fumes	OTZ FSS: Quarters Rehab
NEW: IAQ Mold	FAI/ATCT: Roof Fix and repair Tower Cab Ladder
FAI FSS: New Roof and HVAC Unit	YNG: Roof Replacement
Alaska FSS: OTZ Housing/FAI	ARR Overall Facility Condition

HVAC-ROOF Replacement	
GRR: Odor, ASR Contamination	PHF: Mold/IAQ
Great Lakes Regional Office: Asbestos/Construction	KET FSS-FSS Facility Rehab
NWM Regional Office: Water Quality Issues: New Regional Office Build	New NWM Regional Office Design
DAL ATC: Water intrusion and Mold	SGF Mold/IAQ
ANC ATCT: IAQ Article 53 Investigation	ZAN: Seismic Upgrade
DSM SSC Office: Comprehensive Mold Evaluation	FSM: Water Intrusion, IAQ
ANC ZAN- Seismic upgrade	SGF ATCT: HVAC Project
PHL: Water Intrusion, Mold	TPA: Tower glass replacement
GTF: Mold	NWM Regional Office: Water Testing
STL Tower: Elevator	ZAN: Drinking Water Issues
Mansfield Tower: Water, Security, FLS	

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Aaron Rose (NCT) is the TAMR Article 48 Representative for NATCA. Below is the report from the TAMR Project for the past month.

This past month has seen a change to the TAMR team. Doug Peterson the long time TAMR Segment 1 lead and Software representative will be retiring and he has started the pass down to Kyle Ness (M98). Candy Barr (NEOSF) has been leading the way for NATCA TAMR and the Operational Support Facility (OSF). Candy has been involved with STARS since the late 1990's. Scott Kendrick (North TX OSF) will be replacing Candy at the end of September. I know the TAMR team is excited to work with both Kyle and Scott. Doug and Candy will be missed. It has been an honor to work with these two NATCAvists.

Mr. Rose this month traveled to Chicago TRACON (C90), Chicago O'Hare (ORD), Marlborough, MA, Corpus Christi, TX, and San Diego, CA.

C90 meeting with OSF Greg Jahn was very informative. We discussed the conflict alert (CA) issues C90 is dealing with. I spoke to controllers reference how they use STARS and which enhancements they utilize the most. I would like to thank all involved. Mr. Jahn has produced an adaptation that will mitigate about half of the CA nuisance alarms. NATCA in addition to the

TAMR program office is working closely with the Air Traffic Manager (ATM) to implement this change. Right now the ATM is hesitant to implement the changes due to concerns on safety. A local Safety Risk Management Panel (SRMP) was held and they deemed all changes safe. The ATM does not agree so talks are ongoing to help our Brothers and Sisters.
Mr. Rose dropped into ORD for a visit before flying out to Corpus Christi Texas. Eric Toll the local TAMR rep for ORD conducted a tour and discussed the high priority issues. ORD submitted a Needs Assessment Program (NAP) request for additional STARS tower suites. The NAP has been approved and will help ORD, the individual suites will give each controller access and control for the Tower Display Workstation (TDW) they are working from. CAs is also an issue, like above coordination is ongoing but must come from C90.

Corpus Christi (CRP) Texas is having issues with automation between CRP and Naval Air Station (NAS) Corpus. They are unable to accomplish automated handoffs or point outs. Jeff Woods (NATCA Art48 PMO), Lisa Bercher (FAA TAMR PO), Mark Minik (FAA AJV-2), and Aaron Rose visited CRP and Navy Corpus to observe both operations and determine what needs to be accomplished to alleviate landline coordination. CRP runs the radar pattern for the Navy. Findings are ongoing and options in software and hardware are being explored.

Eric Owens (ART 48 TBFM/TSAS) invited Mr. Rose to the Terminal Spacing and Sequencing (TSAS) meeting in Marlborough, MA. The meeting was held at the Raytheon facility. Raytheon is the prime contractor for STARS and are working in concert with Lockheed Martin on the TSAS tool. Many changes need to happen both with the training platform and software to ensure TSAS works within STARS. Mr. Owens and Mr. Rose are working with both program offices and with contractors to ensure the product will have a positive impact for controllers.

Mr. Rose attended the NATCA convention, which was held in the finest city in the world. Thank you Hamid and Western Pacific Region.

Fort Wayne, IN (FWA) and Huntsville, AL (HSV) both transitioned to STARS ELITE this past month. This next month will see Portland Maine, Cedar Rapids, and Eugene all transition.

Flying Cloud (FCM) will have a new monitor installed in the tower to help the controllers differentiate when an aircraft is lined up for the wrong runway. They will be utilizing Final Monitor Aid (FMA) portion of STARS. It was a long time coming but well worth the time and effort to improve the safety of flight at FCM. Until now, the controllers could not tell by the angle of sight which runway the aircraft was lined up. This tool will be positioned at local

and a quick glance will verify the aircraft's position in relation to the runway threshold.

Atlanta tower (ATL) received and installed 3 new tower STARS suites. San Antonio (SAT) has now completed their transition to Main Display Monitors (MDM). Phoenix Tracon (P50) has completed the power panel change in preparation for tech refresh from G1/2 to G4.

Report from TAMR deployment lead Scott Robillard (K90)

STARS Deployment activity continues to progress across the NAS. NATCA ensures the systems are being deployed almost weekly without incurring delays and minimizing outages. This is amazing considering the type of facilities, complexity of systems, and personnel involved with each transition.

TAMR is currently conducting work in 21 legacy STARS facilities and 53 ARTS IIE facilities. Starting with site surveys then progressing to equipment design, delivery and install. It ends with operational cutover and removal of the legacy system whether it be ARTS IIE or STARS G1/2. The level of work being accomplished nation wide is unprecedented. Since the last update, the following sites have transitioned to STARS:

Wilkes-Barre, PA (AVP)
Roswell, NM (ROW)
Fort Wayne, IN (FWA)
Huntsville, AL (HSV)

Congratulations to all four!

Up coming major events:

VERO BEACH, FL (VRB) and FORT PIERCE, FL (FPR) will be joining an expanded Palm Beach (PBI) on Oct 12th. The expansion of PBI, to incorporate VRB and FPR will bring terminal approach control service from Miami ARTCC to PBI. With the move of these two facilities it is expected PBI will become the largest STARS G4 ELITE site in the National Airspace System.

Major events are scheduled for the Common Terminal Digitizer (CTD). The CTD program is required by TAMR to complete the transition to NextGen nationwide. Without the CTD, the FAA will be unable to complete the transition of analog ASR8s to digital and therefore cannot transition from ARTS IIE. NATCA has worked with the TAMR Program Office on mitigations to the delay of the CTD. These include a reshuffling of sites without a digitizer to the end of the waterfall. However, we are quickly approaching the end of the ability to mitigate. If the FAA is unable to bring the CTD online, 9 ARTS IIE

systems will remain in the NAS until the FAA finds a method to digitize those radars.

NATCA is committed to a successful system and will not accept a substandard product.

Upcoming activity with the CTD:

Common Terminal Digitizer (CTD) OT&E at the Tech Center
Common Terminal Digitizer (CTD) OT&E user evaluation at RFD, IL

ARTS IIE replacement continues to power through the NAS. 32 ARTS IIEs have been modernized to STARS G4 ELITE. Quickly approaching transitions will occur at the following sites:

Portland, ME (PWM), Cedar Rapids, IA (CID), Eugene, OR (EUG), and Charleston, WV (CRW)

Report from TAMR Training lead Bill Spence (BTV)

Planning is underway for the September training review with Raytheon in El Segundo, CA. NATCA, OSF, Tech Ops, AJI, and the TAMR PO will be involved. The review is comprised of the training development that has taken place over the last three months.

In addition to completing the remaining ARTS IIE sites to STARS ELITE, there are STARS facilities across the NAS on different software versions that have to be merged. All software will be merged into one baseline during 2017. This has been a majority of the training work that has taken place over the last month. The subtle differences need to be captured and reviewed so proper training in the field can be completed.

Training briefs were conducted at Charleston, SC and Montgomery, AL in preparation for their IOC in early 2017.

In October NATCA facility TAMR reps from 16 different ARTS IIE sites will converge on Dallas. The purpose is to train each facility on what to expect before, during, and after the transition to STARS.

Report from TAMR Systems Engineering lead Kyle Ness (M98)

August was a big month for STARS software development. As the ELITE, Legacy G1/G2 and G4 STARS platforms approach the "merged" version, the new and improved functionality that comes with it has to be tested while ensuring existing utilities operate as expected. NATCA SMEs from SYR, D10, D01, A90, MKE, PHL, BTV, IND and M98 were involved with STARS testing and evaluation during August. Three weeks of testing S6R5d2 and S6R4d12 at the Tech Center in Atlantic City was followed with a weeklong session at the Raytheon facility in Marlborough Massachusetts. NATCA SMEs evaluated a variety of STARS functionality including: STARS backup systems, conflict alert, ADS-B, tracking, ATPA, four character airport IDs, and data tag enhancements.

Maintaining the numerous software platforms in the field while planning and constructing future builds has placed significant constraints on tech center resources. NATCA is working with the agency to prioritize the current automation needs of controllers while minimizing schedule impacts to future software builds. A revision for Segment 1 sites is forthcoming this fall and a finalized version for Legacy/ELITE sites is nearing completion.

Work continues with OSF, TSLE, Raytheon and the PO to alleviate nuisance conflict alerts at Chicago (C90) TRACON. Software changes and adaptation continue to be evaluated as resolutions. Radar tracking problems persist at Potomac TRACON (PCT) despite numerous adaptation changes such as: added reflection surfaces, surface tracking filters and adjusting radar parameters. Minneapolis TRACON (M98) has been reporting random and intermittent coasting. Working with our NATCA SBS brothers and the tech center, the problem was determined to be surveillance parameter associated with ADS-B and a solution was quickly put into place that solved the problem.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the Article 48 Representative for TBFM. His report to the membership is below:

The month of August was very busy for the TBFM National Ops Team. The week of August 1-5, I attended a meeting at ZMP to discuss a plan to test early departure scheduling. Early departure scheduling is where the tower or center TMC will schedule the departure through TBFM thirty minutes prior to the aircraft being ready for takeoff. The expectation is that the scheduled time and ready time will allow for less delay on the ground. We

will test early departure scheduling at ZMP the week of September 12th. While I was attending this meeting at ZMP, the remaining TBFM Ops Team members attended the TBFM 4.6 Ops Evaluation. The evaluation went very well and should be ready for discovery site testing in October 2015. Prior to this discovery site we will have the 4.5 key site activity at ZAB the week of September 19th.

The second week of August, Matt Gammon (TBFM NATCA SME) and Kevin Bell (TBFM NATCA SME) went to ZOB to observe their operation for our upcoming Integrated Departure and Arrival Capability (IDAC) install, scheduled for two weeks beginning September 26th. There were no major issues observed so ZOB appears to be ready for this activity.

The third week of August, I was at Raytheon with the Terminal Sequencing and Spacing (TSAS) workgroup to continue development and to complete requirements for this phase of the build. We have continually advised the FAA that we are not going to be able to finalize how things actually function until we can get into a lab environment and put our hands on the actual TSAS tool in a simulated operational environment. As a result, we are keeping as much functionality in the tool as possible so we can fine-tune it at a later date in a simulated operational environment. During this same week, we had additional Ops Team members at ZAB for a meeting with P50 and ZAB to assist these two facilities the flow into P50. The facilities worked well together and came up with a plan that is currently being tested. An additional meeting will be scheduled in the future. In addition to these two meetings, we had Matt Gammon and Joey Sanders (HSI contractor) observing the operation at ZBW for the upcoming IDAC install. ZBW IDAC install will take place September 6-16th. The ZBW terminal facilities receiving IDAC will be BOS, BDL, MHT, PVD and ALB.

The week of August 22nd, I traveled to Seattle to meet with Seattle ARTCC (ZSE) and Seattle TRACON (S46) to discuss ways to get TBFM ready for TSAS. Seattle will be one of the key site locations for TSAS. Therefore, to give TSAS its best chance for success, we will work with the facilities to tweak the system and find ways to condition the flows further away from the airport. These changes should result in less holding and vectoring in the en route environment and less vectoring tin the terminal environment. We have another meeting scheduled for the week of September 19th. We also had Matt Gammon and Kevin Bell observing the operation at ZDC for ZDC's upcoming IDAC install (date to be determined).

The last week of August I was in DC with the TSAS workgroup working on TBFM requirements. Although the meetings are going well, it is very difficult to develop a system site unseen. While in DC, I attended a meeting with the FAA media group who is developing a TBFM video. The video is still in production but the first cut looked very good.

Terminal Flight Data Manager (TFDM): Matt Baugh (IAH) is the TFDM Article 48 Representative. His update for the membership is below.

> Approximately two weeks ago, Lockheed Martin (LM) sold a portion of its company to Leidos, an already massive Department of Defense (DOD) contractor. With the merger, Leidos will now be the primary contractor for TFDM. With the contract being awarded to LM, now Leidos, nearly two months ago, we have started FAA/Leidos workgroups in order to divide the workload. These workgroups consist of NATCA, FAA, and Leidos personnel and will include, but will not be limited to; Requirements, Interface, Human Factors/CHI, Safety, and Security. Of these workgroups, we have already had productive debates regarding the requirements and human factors portion of TFDM. These will be the most important WG's from a controller stand point, as they will drive what TFDM will ultimately look like and how it will interface with TFMS and TBFM.
>
> The first TFDM Early User Involvement Event (EUIE) is tentatively scheduled for the second week of October 10/13. This event will involve myself and the three new NATCA members (still TBD) of the TFDM team to travel to DC and meet with LM and participate in demos of the system.
>
> The previously scheduled MITRE 3T (TBFM, TFDM, & TFMS) meeting/demo has tentatively been rescheduled for 10/20 & 21. Upon completion of this meeting, the teams for the 3T's will have a better idea of how our three programs will interface in the NAS.

Advanced Electronic Flight Strips (AEFS)

> Testing of the latest Engineering Build (ER2) will begin next Sunday, 9/11, in CLE on the mid, and continue for 3 mids. Once those tests are complete, a decision will be made to either keep the build running or to revert back to the current ER1 build. This build has shown to be a vast improvement in stability and speed during testing in the lab at the Tech Center. However, this will be the first live test, but we are confident the improvements will make life at CLE with AEFS easier.

There is still work to be done with AEFS if it is to be updated in PHX, and eventually installed to CLT for the upcoming ATD-2 integration. The overhaul of the code will be complete sometime in November and the team will take approximately 6-8 weeks to test it at the tech center before we move forward with midnight field-testing.

Unfortunately, the current 32" monitor we are using for AEFS is no longer in production. We have tested a variety of new models from the current company as well as others, but ultimately chose the same company and their new display. The initial testing of this monitor was not positive, however, 3M has assured us that they can tweak the display settings to give us the same resolution of the current monitors.

- **PHX**

PHX has continued to see instances where a new route is given to a SWAP aircraft from ERAM; however, AEFS is not "printing" a new strip or a new revision. This is a serious concern and we have the engineers at the tech center working to find the issue.

Another issue PHX has discovered is the suppressing of an ERAM generated Adapted Departure Route (ADR, the old PDR). The suppressing of an ADR should print out a new strip, but AEFS isn't, and is still showing the original ADR until a strip request can be made via the FDIO interface in AEFS. An extra step, and one that the engineers are also working on a fix for.

- **CLE**

Testing of the new ER2 build will begin the week of 9/11.

- **EWR**

Nothing new

- **SFO**

Hardware (HW) was installed the week of 8/9.

- **LAS**

Nothing new

- **CLT**

Familiarization for the local team has taken place and local adaptation work continues in preparation for ATD-2 integration next year.

Installation of a training system at NASA Ames began on 8/15 and is ongoing. This installation will give NASA all of the information currently available regarding AEFS and allow them to continue their work in the integration plan.

The initial heads down study began and should be completed the week of 8/28.

Installation of the HW is scheduled for 9/27.

SWIM Visualization Tool (SVT)

SVT has been approved for PHL and we have had our initial meetings with PHL management and NATCA. We will be heading to PHL for initial cadre training and additional demo work on Monday, 9/19. This will be an improvement over the facilities current ASDE-X configuration, and will allow TFDM to continue to gain valuable information from the field about how the surface viewer for TFDM should look and act.

WEATHER: Matt Tucker (ZTL) is NATCA's Article 48 Representative for Weather. His update for the membership is below.

Weather and Radar Processor (WARP)
On the night of Sept 1st ZDC was the first ARTCC to go live with the new NEXRAD mosaic on ERAM. The mosaic was enabled on the backup channel and during the midshift we were able to use the new mosaic. The new mosaic is being installed in all the ARTCC'S and CERAPS, the install will be completed before the Thanksgiving moratorium. The upgrade improves the update rate and the resolution of the mosaic taking the update rate to between 5mins and 25 seconds. The resolution is improved from 4km to 1km greatly improving the accuracy of what is depicted on ERAM. This upgrade is dependent on ERAM being on EAD 500 or later to be enabled.
NEXTGEN Weather Processor (NWP) and Common Support Services-Weather
Both programs are progressing through the software development phase and have been demonstrating there evolving capabilities and progress. The program office is working to align both contractors' schedules closer, so that when end of build demonstrations are conducted they will be more closely aligned. One of the big hurdles that will have to be over come is the need for AIMM data in a format that can be easily ingested into both systems. Currently a number of corrections and reformatting has to be done before the data can be used. Due to this the AIMM data issue has become a high risk to both programs.
Airport Winds

Currently there are a number of airports that the airfield wind and the ASOS winds conflict causing issues with aircrews asking for a runway that is different than being advertised on the ATIS causing aircraft to be taken out and resequenced. This creates workload for controllers and has resulted in fuel emergencies due to aircraft being dispatched based on the TAF, which uses ASOS winds in its creation and arriving to a significantly different wind provided by the tower. A solution to these problems is to allow towers to select the wind that digital ATIS broadcasts. This requires a software change to both Digital ATIS and TDLS; we are currently waiting for a cost estimate to be given to the program office. Until then we are working on a recommendation to allow towers to augment the winds in the digital ATIS.

Safety Risk Management Panels

Participated in two SRMP's, the first one was on signing in and out of the ASOS OID in the towers. The main issue was ensuring that when the tower closed that the ASOS was broadcasting one-minute observations so no risks were identified.

The second panel was a change to the weather observing standard about ice pellets and small hail. The main risk is misidentifying the one for the other as this impacts deicing holdover times, this would have to be addressed in training and will require an Art 7 briefing.