

PASS Liaison / Representative Update

Date of Update: 2/25/2016

Program Name: TBFM

Program Contact/s: Robert Tyo (Program Manager) (202) 493-1418, Biafra Carrington-Smith (AJW-134 Technical Operations Support) (202) 267-7164, Warren Byrd (TBFM System Manager, Second Level Engineering) (609) 485-4793

Current Program Status:

Ongoing:

The TBFM program is moving forward in the WP3 aspect. Update: February - T4.4.1 software was successfully Key Site tested at ZLA from February 13th until February 19th. TBFM met a major milestone in enabling and using T2T (TBFM to TBFM) for the first time in an operational setting between ZLA and ZOA. Adjacent centers have installed T4.4.1 software but, not cutover to this software, to support the ongoing activities at ZLA. The SSM containing the T4.4.1 Software has been targeted for National Release on March 10th, 2016. TI manuals, AT Briefings and TO Briefing material were presented in a Draft format during the Key Site activities, and have not been given a target date for release yet. Due to issues at ZID with the T4.3.3 software, ZID was unable to do continuous IDAC operations and it was determined that the T4.4.1 software will fix those issues. The second round of T4.4.1 Key Site activities are planned to take place in ZID the week of March 14th, 2016. PASS/Tech Ops have been invited to both of these activities.

There are currently two ECP's in review of new hardware for the system.

The first is base lining a replacement 30" monitor (3014 Model) to the current 30" monitor (3011 Model). PASS/Tech Ops provided feedback in Nov/Dec 2015 and did not concur with the ECP to move forward. Bob Tyo decided to move forward with the ECP and Tech Ops did not sign off on the final ECP stating that the concerns of PASS and Tech Ops had not been met. An agreement has been made that PASS and Tech Ops will provide a set of criteria to test for the replacement to meet the needs of the TBFM system. Update: February - While in ZLA I had a telecon between LAX and the major stakeholders concerning this ECP, during that telecon an agreement was made that the Program Office would task LM with finding a suitable replacement set of cables to correct the issues and concerns identified by PASS/Tech Ops and LAX technicians. At this time I do not have a target date. PASS/Tech Ops has also been invited to witness the testing (and review) of these new replacement cables.

The second ECP currently in review is for a replacement workstation (T1700) to the currently approved baseline workstations (T1600 and T1650). PASS/Tech Ops was not included in any of the preliminary discussions or testing and only recently was provided with the findings for review. The T1700 is a Form Fit Function replacement to the T1600/T1650, however it needs to be modified both with hardware and software to work in the current system architecture.

Update: February - Discussions have continued and the comments provided by PASS/Tech Ops

were answered in a satisfactory manner. I have requested that PASS/Tech Ops be involved with all testing, documentation review and discussions related to this ECP. It should be noted that this ECP's approval is required before hardware can be installed in the upcoming DCC (Command Center) TBFM installation.

Both of these ECPs are required to move forward with Tech Refresh. We met this week to discuss the first stages of Tech Refresh and it was noted that the ILSP for WP3 was never finalized with comments made back in Oct 2014. PASS and Tech Ops agreed that they must finalize the document and associated documents before we could move forward with setting up one for Tech Refresh. Meetings have been scheduled with an aggressive target of completion for the end of February of these documents. Update: February – PASS was asked to review the ILSP documents, received on 2/11, and provide comments by COB 2/17. I responded and requested that the review be pushed back due to T4.4.1 Key Site activities until the week of 2/22. On 2/24 a meeting was held to review the ILSP and its associated comment matrix. Many issues were found in the document, revisions were made and another meeting has been scheduled in March targeting the final review. From this point we can start to work on developing the Tech Refresh set of documents. I am pleased to say that my concerns, questions and suggestions have been heard and addressed. I believe this has a positive impact and is helping us move forward in this process.

There has been a SIG ongoing, concerning the DCC Re-Architecture (Command Center) and in conjunction with the T1700 ECP, will allow us to move forward with installing and configuring a set of hardware and software at the Command Center. Many discussions have been held with Tech Ops at ZDC and Potomac TRACON (PCT) in regards to the maintenance of the DCC system. Management at ZDC has agreed to take over the software maintenance of the system and Management at PCT has agreed to take over the hardware maintenance of the system. In order to keep DCC up and running, ZDC will have extensive coordination procedures in place prior to any shutdowns, maintenance activities or system failures. Initially this will be an item to watch, but I'm positive that once the adjustment has been made, it will be in the best interest of the Automation Technicians and DCC end users. Update: February – A site survey has been scheduled for the week of March 7th to validate the information from a survey in May, 2012. The SIG, TBFM-12118 DCC Solution – Final, was approved by all of the stakeholders has been included in the Site Survey. This document provides the Concept of Operations for the soon to be installed TBFM system at DCC. As of this update, I will not be attending the Site Survey. I Plan to review all of the information from the Site Survey and provide feedback as needed. Dates of installation have floated around and indicate a timeframe of May 2016.

New:

ZBW was asked to key site a set of new SLE Tools that both Automation and SOC personnel could use in conjunction with the current command line driven maintenance of the system. I was able to get comments from a variety of people including 9 NAS/NOMs, 3 SS's and 4 Auto Technicians. The overall response is positive and I feel these tools will enhance the user's ability to maintain the system. These tools are part of a WP3 requirement and the recommendation will be to use the SLE Tools versus tools that Lockheed Martin would develop.

Update: February - Upon successfully Key Site testing, of SSM-TBFM-066 (SLE Tool Updates V2.0) at ZBW, it was released nationally on 2/11/2016 and included additional modifications. These additional modifications were untested at Key Site. I have opened up communications on these additional modifications and requested a response by 3/2/2016. As the PASS Rep, I feel that the SSM was not properly tested or properly documented in the TI/Maintenance Handbook for TBFM.

TBFM-SSM-050D (TBFM t4.3.3-P4 software) went national on 2/25. This patched version of software, fixes some issues inside the Communication Manager (CM). The SSM is applicable to all ARTCC's and can be found on NAS Doc website if you wish to learn more.

Info Sharing has been a hot topic ever since the national release of SSM-TBFM-062 on December 17, 2015. Recently there have been questions and concerns raised regarding the PM associated with Info Sharing, specifically the Filer File Updates. The issue got raised to the national level rather fast and a telecon between PASS, AJW-134 and AJW-137 was held to discuss Tech Ops Orders in an effort to make sure we were doing things "by the books". Once AJW-134 releases the results of that telecon, I will release an official email, to the field, as the TBFM PASS Rep.

Issues Affecting PASS:

Issues with the 3014 ECP have caused me to reach out to Mike Riso for advice. Bob Tyo (PO) has not answered any emails or the concerns of PASS/Tech Ops. Recent discussions seem to be positive and the PO has agreed to further testing with input from PASS/Tech Ops on the items we need addressed to approve this ECP. Update: February – See above. The target resolution is to have a short (6 foot/8 foot) cable identified and a long (max length 25 foot) cable identified for this monitor's installation. Logistics stated they will provide an NSN for the Monitor and Cables identified once this ECP is finalized.

Training for Remote Sites is a big concern. A few sites have reached out to me noting that the current ELMs course is not sufficient to do their job in supporting the TBFM hardware at their facilities. I have reached out to the Academy folks as well as to Tech Ops to update the training and provide a better course for Remote Sites. The Academy has agreed to help create a more suitable ELMs course with the help of PASS and Tech Ops. No meetings have been set as of yet for further discussions. Update: February – AJW-134 has reached out and gained a part-time TBFM Training SME to better help us in moving forward to create a better, more reliable and job oriented training course. Pass looks forward to working with AJW-134 and this Terminal Technician to collaborate on an effective TBFMR course. No meetings have been scheduled at this time however.

There is a T-SAP against TBFM regarding Security in the system. I have spoken with Bob Tyo on a few occasions about this concern with nothing to show for it. He has tasked SLE to help engineer a fix for the problem. I have been working with SLE to resolve this T-SAP; however I'm not getting a sense of urgency from them. I have requested numerous enhancements to the system that would enable closure of this T-SAP but it's been slow going forward. Update: February – I questioned Warren Byrd about this while conducting Key Site Activities, and the

feeling I got from the discussion was not very positive. I plan to reach out to PASS National to see if they can help get this T-SAP elevated and resolved in a timely manner.

Program Issues:

No major issues have been raised at this time.