PASS Liaison / Representative Update

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Program Name: TBFM

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Current Program Status:

Upcoming:

PASS/Tech Ops has been invited to the WJHTC from April 4-8th for the 4.5 OPS Evaluation. This will be a joint Eval between Air Traffic and Tech Ops. PASS NEXGEN Rep (Kurt Donnelly) has expressed interest in attending and will be given some hands on with the system during this week. PASS looks forward working with SLE, Air Traffic and others to conduct a thorough Eval of the 4.5 Software as well as getting some feedback from AT on Tech Ops based testing that could affect the end users of the system (TMU/ATC's).

Ongoing:

The TBFM program is moving forward in the WP3 aspect. Update: March - T4.4.1 software was successfully installed and cutover on the OPS String at ZID on March 12th and PASS was on site to help support IDAC from March 14th until March 18th. The T4.4.1 Software was released nationally on March 10th, 2016 (SSM-TBFM-065). TI manuals, AT Briefings and TO Briefing material have been released in conjunction with the SSM release. While in ZID there were various KVM issues noted at most, if not all, of the Remote Towers that plan to run IDAC. There are 9 Air Traffic Towers in the country that are susceptible to the issues noted due to the overall distance between these KVM Extenders (over 300' but less than 1000' over Ethernet). PASS has requested that further testing be done at the WJHTC in conjunction with possibly procuring new hardware KVM extenders that would replace the fielded models in question. Further information will be discussed below in the Program Issues section.

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. Update: March – PASS has been told that three (3) different cables have been procured and are undergoing testing. PASS has expressed interest in seeing these cables during the OPS Eval. Further discussions have been made surrounding the process of ECP/NCP/Fielding/Sparing to enhance the timeline for implementing changes to the hardware in the TBFM system.

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: March – PASS was requested to ask about the TBFM Power NCP in regards to this workstation. After some lengthy discussions surrounding this request, the PMO provided the proper documents for review. PASS reached out to ESU personnel that understand the Power NCP process and was given some guidance in going forward. At this time, PASS has concurred with the current ECP, but requested that the NCP process be started for both this ECP and the 3014 Monitor ECP per understanding of the whole ECP/NCP process. PASS is happy to say that through collaboration between AJW-134 and AML-25 (Logistics), the PMO has been notified of what needs to happen in order to get this equipment into the baseline as well as documented properly for Technicians in the field.

Tech Refresh:

Both of these ECPs are required to move forward with Tech Refresh. Update: March – PASS has been requested to continue to review the ILSP (Integrated Logistics Support Plan) for WP3, LSD (Logistics Strategy Document) for WP3 which seaways into the Tech Refresh versions of these documents. Ross Wagner (PMO) and Tyler Cox (Engility) have been very responsive to comments by PASS and expressed deep gratitude for PASS's insight on the technical aspects of TBFM. At this time the WP3 ILSP has been completed and work has begun on the WP3 LSD. Meetings are held roughly every two weeks to discuss these documents, with multiple comment reviews between each meeting. At the latest meeting, it was noted that the PMO would like to merge these two documents into one. PASS, AJW-134 and AML-25 have concerns with the merger due to Funding Investment Decisions (FID) and requested that the entire process be reviewed before merging of these two documents. PASS feels that due to the way the FID process works, these documents should remain separate as they are considered to be "Living Document's" that can be subject to change throughout the WP3 lifecycle.

DCC Re-Architecture:

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 Management 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 Tech Ops will have extensive coordination procedures in place prior to any shutdowns, maintenance activities and surrounding system failures. Initially this will 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: March – A site survey has been conducted and due to the space for the equipment and the timeframe of events, there is discussion that the DCC install might slide from the Spring

timeframe to the Fall timeframe. PASS will be monitoring this discussion and work with the PMO to ensure the smoothest and reliable schedule can be determined. 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 installed TBFM system at DCC.

SSM-TBFM-066 (SLE Tools Update):

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: March – PASS has been working with AJW-134 in response to multiple concerns regarding this SSM's release to the field and lack of documentation provided. PASS has been reviewing the Draft 6480.24A Maintenance Manual to ensure these tools are well documented and the procedures surrounding Preventative Maintenance (PM) are updated. The TI's have also been targeted for updates and I have no update at this time.

SSM-TBFM-062 (Info Sharing):

Info Sharing has been a hot topic ever since the national release of SSM-TBFM-062 on December 17, 2015. Questions and concerns rose regarding the PM associated with Info Sharing, specifically the Filer File Updates have been satisfactorily answered in conjunction with AJW-134. 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". AJW-134 sent out an email regarding this issue (as well as addressing an issue surrounding TBFM Customization updates) in which PASS was crucial in providing technical insight. The email went out to all ARTCC Automation Managers on 3/23 and pertained information and guidance on Info Sharing, Customization and Draft Handbook PM's. There have been some questions from field personnel/managers regarding this email and I plan to send out an email regarding where PASS stands to help solidify answer's.

Issues Affecting PASS:

3014 ECP Status:

Update: March – As noted above, Video Cables have been procured and are undergoing testing to determine the best cable for its intended application. PASS will continue to monitor this ECP, the PMO has been very receptive to PASS's concerns after some discussions were elevated. LAX Tower currently has this monitor fielded and in use and has been working with AJW-134 and the PMO to have all of the proper documentation drawn up. Concerns over them using the monitor have been mitigated at this time; however the PMO underwent a sharp learning curve and has been advised of the proper procedures for future implementations.

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 Site Technicians. The Academy has agreed to help create a more suitable ELMs course with the help of PASS and Tech Ops. Update: March – AJW-134 has reached out and gained a second 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 these Terminal Technicians to collaborate on an effective TBFMR course. Nationally a meeting was held to discuss moving forward with development of this course. AJW-134 has been tasked with setting up a meeting with both of these individuals so that we can determine what is needed from a Terminal Technician's standpoint. That information will be provided to the National group. At this time I have no timeframe for development. During the PASS NEXGEN Telecon, David Bowerman was introduced regarding training and I have reached out to him to better help with my efforts.

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: March – Rich Riggs has opened lines of discussion regarding this T-SAP and has stated a meeting will be scheduled to discuss this artifact. As I have gotten no response from SLE or the PMO after multiple attempts to resolve this T-SAP, I have asked Rich for support.

Program Issues:

Issues over the ATEN KVM Extenders and their reliability in the field (mostly at Air Traffic Towers with runs longer than 300') have cause great concern to the ZID TBFMR system. After noting that there are 9 total facilities with these types of extenders, meetings have been scheduled to try and resolve the issues seen with them. There has been a help desk ticket created (and requested to stay open until the March 31st CCU) with multiple updates to the ongoing issue's seen with this specific type of extender. PASS looks forward to working with SLE and the PMO to develop a reasonable, reliable and cost effective solution. At this time the concern is due to various issues in regards to the presentation that AT uses the TBFMR system for. To give a brief overview: Issues have been seen that require Tech Ops to reset the Remote End (Tower Cab End) of the KVM following a restart of the TBFM system at the ARTCC, reset due to the monitor being powered off during the night time in the Tower (ATC's power it off when not in use sometimes), and signal distortion/coloring seen resulting in Tech Ops "tweaking" adjustments of these KVM extenders. PASS has requested a set of these extenders be provided to the WJHTC along with a 500' length of Ethernet cable to simulate a proper Tower run and allow for testing and understanding of the issues. At this time I have not been given the formal "yes" to my request but I will continue to pursue that as my first option. Discussions with Warren Byrd have resulted in the possibility of upgrading to a more reliable hardware replacement, both of which will be discussed during a meeting on 3/29.