

PASS Liaison / Representative Update

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Program Name: TBFM

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Current Program Status:

New:

Meetings were held at ZNY and N90 during the third week of April. PASS had requested information about these meetings in March and were formally invited to attend the first week of April. ZNY has the smallest, most congested airspace in the country and N90 currently operates with TBFM during day to day operations. These meetings were setup to step ZNY and N90 into TBFM, eventually aiming at using various capabilities that TBFM offers to manage the throughput into ZNY airports. During these meetings, PASS was requested to evaluate the layouts at both facilities and provide input on how to better use the space efficiently. PASS discussed various options noting the best use of space, most efficient way to access TBFM and other tools in the TMU suite, and provide technical expertise on how BUE's would maintain the hardware. During discussions regarding training in DYSIM with TBFM, PASS provided the logic on different ways TBFM can connect to a Support or Training setup followed by working with ZNY Tech Ops to validate connections and provide Air Traffic with a hand's on demonstration. The outcome of the week's meetings was very receptive and both ZNY and N90 look forward to continuing collaboration with PASS as they move forward with TBFM.

Ongoing:

The TBFM program is moving forward in the WP3 aspect. Update: April- Many things have been happening in the past month. During the first week of April, PASS was invited to the WJHTC in conjunction with the Ops Team, to witness and test 4.5 Software. During a three day evaluation of the 4.5 Software, many conversations were held between LM, PASS and the Ops Team concerning not only the 4.5 Software, but upcoming activities at various sites, each with different TBFM enhancements. Overall the 4.5 Software looks stable. No new tickets were opened from the Tech Ops side; however a few Ops tickets were opened regarding various issues seen. Kurt Donnelly (NEXGEN Rep) was on site and witnessed a handful of these tests. During testing, PASS requested that the Ops Team use the system and note any issues with failure recovery activities. Overall the Ops Team was very pleased to see how the system recovered, what the various users of the system would see in similar scenarios and provide changes to LM on how the system should support TBFM goals. The Ops Team thanked PASS for including them on these activities and was better able to gauge failures allowing them to update contingency plans in the field.

There are two ECP's for new hardware being finalized for TBFM.

The first is base lining a replacement 30" monitor (3014 Model) to the current 30" monitor (3011 Model). Update: April – PASS was invited to witness informal testing of the three cables procured by LM. Upon inspection of the original GEFEN cable, it was easy to see why that cable was not working properly in the field. A comparison of the three cables provided by LM followed by informal testing scenarios, PASS agreed that the Tripp Lite cable was the recommended solution. PASS concurred with the selection mid-April and requested that once an NSN gets assigned to the approved cable, one be provided to LAX allowing them to get back to baseline.

The second ECP is for a replacement workstation (T1700) to the currently approved baseline workstations (T1600 and T1650). 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. These modifications are expected to be done prior to receiving them in the field. Update: April – Ongoing discussion with the Program Manager, Logistics Working Group and PASS have been very successful. All concerns have been met and the ECP has been slated for completion.

An NCP covering both the U3014 Monitor and T1700 have been started. Also included in this NCP is verbiage about the various KVM Extender's in the TBFM system. Multiple sites have KVM Extender's and not all of them are the same type. The ATEN KVM Extender has been a known problem at ZID's remote tower's and PASS had requested that SLE at the WJHTC be provided a set of these extender's for testing. This request was approved in April and LM provided all of the necessary hardware for SLE to test with. Based on the report PASS received, the ATEN model has various issues due to it being an analog Extender. SLE has undergone various phases of testing, added and removed various hardware components expected to fix the issues and contacted ATEN to find out more about these particular Extender's. PASS is awaiting the final report at this time.

Tech Refresh:

Update: April – PASS concurred with the Logistics Strategy Document (LSD) for WP3 and began review of the LSD for Tech Refresh. Ross Wagner (PMO) and Tyler Cox (Engility) have continued to be responsive to comments by PASS and are proactively working with PASS on various documents to support Tech Refresh. At this time the WP3 ILSP and WP3 LSD have been completed. Meetings are continued to be held roughly every two weeks to discuss these documents, with multiple comment reviews between each meeting. At the last March meeting, it was noted that the PMO would like to merge these two documents into one. PASS, AJW-134 and AML-25 voiced concerns with the merger due to Funding Investment Decisions (FID) and requested that the entire process be reviewed before merging of these two documents. In an April meeting, the decision was made to keep these documents separate and the PMO noted that he agreed with the concerns of PASS, AJW-134 and AML-25.

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 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: April – Due to space not being available for install at DCC, the time frame for install has slipped to the fall of 2016. PASS is continuing to monitor traffic around DCC and will provide dates once they have been finalized. In conjunction with supporting the install of new hardware into DCC, PASS is reaching out to ZDC and PCT Tech Ops to determine if any support or training is needed.

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: April – 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. An updated Draft of the 6480.24A has been released in mid-April following updates provided by SLE and PASS. The final version is slated for release in June, however AJV-1B has provided comments with concern to Logging Guidance for TBFM. Meetings to discuss the concern are ongoing at this time.

Issues Affecting PASS:

Training for Remote Sites is a big concern. A few sites have reached out to PASS 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: April – AJW-134 has reached out and gained two 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 set up a meeting with both of these individuals, and the newly appointed TBFM Terminal PASS Rep (Noel Linback) so that we can determine what is needed from a Terminal Technician's standpoint. That information will be provided to the National group. David Bowerman was also contacted to discuss how PASS can be more effective in these training meetings. PASS looks forward to inviting David to future training meetings for his expertise.

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: April – Rich Riggs setup a meeting with PASS and the ERC regarding this T-SAP on April 12th. The topic was discussed and an action plan was determined to move forward. I am awaiting further action from ERC group at this time.

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 caused 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. Update: April – Testing has been on going with hardware received by SLE. Multiple test case scenarios have been tested and the preliminary results are not good. PASS is awaiting the final report to be sent. Once the final report has been received, PASS will work towards finding the best solution. At this time, newer hardware seems to be the only option; however PASS is working closely with SLE and PMO to determine the best action.