

December 31, 2019

PASS Liaison / Representative Update

Date of Update: 12-31-19

Program Name: ERAM System Enhancements/Technical Refresh (SE/TR)

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Current Program Status:

ERAM Tech Refresh 2:

This report is a continuation of the previous report dated 07-31-19. At a high level, I will discuss the removal of the Enhanced Backup Surveillance (EBUS) System, the status of TR2 Phase 1, the status of TR2 Phase 2, and the status of FAA Academy (FAAAC) equipment and training course upgrades.

TR2 Phase 1 was completed for all key sites. ZFW, ZMP, and ZOB had no substantial issues with the implementation of impacting Tech Ops or Air Traffic training.

ZFW, ZMP, and ZOB teams started their Phase 2 implementation on schedule with the following issues, mitigations, and solutions:

1. Air traffic Control A-side position displayed flickering at both ZFW and FAAAC, which was recreated at the Tech Center. The flickering distracted an adjacent controller working at another position. The A-Positions were turned off and installation deferred until phase three. The flickering of the position is determined to be channel cross talk, which will be corrected starting with SW release EAE3005M by changing one channel's refresh rate in reference to the other.
2. ZFW suffered a Sector R-Position LINUX RPD failure that displayed a red X on the monitor. The Alternate path display was available and the position self-recovered in 30 seconds. A workaround was developed (STR-ERAM-109) as a solution. The (E87419) SW fix packaging schedule is TBD.
3. ZFW underwent command failure from R-Position to the D-Position after a processor installment. The workaround procedure was modified in SSM-ERAM-335 to prevent this from happening when bringing a new processor into the system. The (E87420) SW fix packaging schedule is TBD.
4. ZFW Sector with the new 43" monitor started flickering; however, it was not in use. The monitor was turned off because of the distraction. Changing the DpD cable corrected the problem. In addition, the M&C detected an EAPP failure.

The problem was detected as a loose Ethernet cable, which was corrected.

5. All key sites experienced the new 43" UHD Monitors displaying Black Maura. This is a lightening (haze) on displays dimmed to black, which is usually in the corner regions. This problem has no impact on operations. Leidos and the manufacture, EIZO, are examining unacceptable monitors to determine if a correctable root cause exists (manufacturing, shipment, and configuration).
6. During the deployment to the key sites ZOB, ZMP, and ZFW, there were several issues noted relating to the new EIZO 43" UHD R-Position Monitor and trackball. Air Traffic is experiencing discomfort (Eye Strain) using the new 43" monitor and the function of the new trackball. ERAM Program Office, Second Level Engineering, NATCA and Air Traffic Services are working to provide solutions to the issues. These noted issues have a critical impact on the project (SEE Program Issues).

ERAM Enhancement, ERAM Radar Handoff to NAV Canada:

The new ERAM Radar Handoff to NAV Canada project provides a new direct TCP/IP interface between ERAM and Canadian Automated Air Traffic System (CAATS) to use instead of NIDIN for message exchange for flight plan coordination. In addition, the new interface will provide the infrastructure for real-time messages for automated handoffs.

Messaging exchange occurs directly between the following neighboring US and Canadian centers:

- US: ZSE, ZLC, ZMP, ZOB, & ZBW
- Canada: Vancouver (CZVR), Edmonton (CZEG), Winnipeg (CZWG), Toronto (CZYZ), Montreal (CZUL), & Moncton (CZOM)
- There are a total of 11 neighbor pairs, each with their own direct TCP/IP interface

NAV CANADA WEB Base Training (WBT) for ATSSs will be a Delta course delivered in ELMS. The initial look at the training material was held at the Tech Center 9/30/19 through 10/04/19. The following are the subsequent meetings or events:

- EAE400 TO NAV CANADA Draft WBT Review, 01/06/20 – 01/09/20
- EAE400 TO NAV CANADA WBT Contractor's Presentation, 02/10/20-02/13/20
- EAE400 Tech Ops (TO) NAV CANADA WBT FCC, 03/16/20 – 03/19/20

ERAM Training:

The FAA Academy started its implementation of the new ERAM TR2 hardware in early October, 2019 and completed approximately October 22, 2019. With the new equipment install, a new course curriculum is in development that updates and consolidates the old curriculum with ERAM TR2 materials, ADSB course materials, and CPDLC course materials. The ERAM TR2 EAS Management course materials were reviewed on October 21 through October 31, 2019. The following are scheduled

upcoming meetings prior to course stand up for the employees:

- ERAM TR2 TO EAS Management Course comment resolution Rev 2 February 4th, 2020
- ERAM TR2 TO EAS Management Course FCC in-briefing, February 11 – February 13th, 2020
- ERAM TR2 TO EAS Management Course FCC, February 18 – April 24, 2020
- ERAM TR2 TO EAS Management Course final comment verification, May 21, 2020

The estimated completion of the ERAM Management Course development and class startup is early summer 2020. Thereafter, the resources will focus on ERAM Maintenance courses.

ERAM Stability/Backup:

The status of Enhanced Backup Surveillance (EBUS) System is as follows: Prior to implementing phase 2, the sites will implement STR-ECG-060 to disable the interface approximately 30 days before the start of phase 2 with the concurrence of both Tech Ops and Air Traffic risk mitigation discussions and processes. Thereafter, the implementation of SSM-DSR-147, the removal of CDGs from the consoles on the Ops Floor is started and completed.

As of this report, 12/31/19, all three key sites completed the removal of EBUS.

Ongoing Program Status: (See Program issues).

The Risk to ERAM Program: ERAM TR2 Implementation will be delayed in reference to the current schedule. (See Program issues).

Program Issues: ERAM TR2 deployment was suspended on 12/17/2019 by the ERAM Program Office because of the issues related to air traffic controllers' eye strain using the new EIZO 43" UHD R-Position Monitor and with the performance of the newest trackball. Mitigation plans to resolve these issues are in progress. Further deployment of ERAM TR2 has been suspended UFA.

Identify Support Needs: N/A