

PASS Liaison / Representative Update

Date of Update: Month of December 2015

Program Name: NAS VOICE System (NVS)

Program Contact/s:

Program Manager: John Sze (202) 267-7461; Contracting Officer's Rep (COR) / Program Lead: Doug Sanders; Chief Engineer: Pete Llanos; Logistics Lead: Mike Golstein; Requirements Lead / Human Factors Lead: Bill Howard; FID Lead: Clarissa Riffe; Information Security Lead: Jenny Perez; Contracting Officer: Dana Brooks; Business Manager Support: Dan Pfarrer; Business Manager: Amy Lopez; Requirements Analyst: Jeff Kelly; NATCA Rep: Jon Shedden

Current Program Status:

In the month of December, Harris released Program Build #11 to its Melbourne, FL lab and the FAA Tech Center. I was also informed this month that there will be additional builds added to the schedule due to the Harris Corp. inability to produce a stable baseline. It has been confirmed that there will be a Build #13 and it is speculated that there will be a Build #14. As it has been discussed, the findings from the two Tech Ops Early User Involvement Events (TO EUIE) will be implemented in Build #13. The second TO EUIE was scheduled for the third week of this month, but it was postponed. Build #11 was just installed at the beginning of the month and was considered too unstable to handle a TO EUIE. A tentative date was set for the 2nd week of January 2016. A three man team of consisting of PMO Human Factors lead, 2nd Level engineer, and myself traveled to the Harris Melbourne Lab to perform a TO EUIE Dry Run. The Dry Run was meant to verify the Build #11 was stable enough to run the scenarios for the TO EUIE. The 2nd TO EUIE will be particular interesting for the NVS User Group because it is more hardware based troubleshooting (rather than the software and workstation monitoring of TO EUIE #1). The EUIE #2 also will have Repair & Replace (R&R) demonstrations hardware components. The scenarios will focus on trouble shooting, testing and measuring, installation, and system expansion. The topics of the scenarios were CWP, IDF, RMG, Servers, TMG, and LAN troubleshooting. All the PMO team leads are not happy with Harris's progress, and the lead engineer told me, that if I don't like what I see at the Dry Run, I can

make the decision to push back the date on the TO EUIE. By the time I arrive for the Dry Run, Harris had certain parts of Build #11 stable enough to demonstrate all the scenarios successfully. The Dry Run Team was satisfied and approved proceeding with the TO EUIE on January 11th thru 14th.

Continuing this month is the Logic Tree Analysis Report (LTAR) review. This document provides the Decision Logic Tree Analysis Reports (LTAR) for the components of the National Airspace System (NAS) Voice System (NVS). The purpose of the LTAR is to determine the need for, and availability of, applicable and effective preventive maintenance tasks using MIL-STD-3034 section 5.1.5 as a guide. Simply put, the LTAR will be used for trouble shooting and analysis of the NVS system. The group reviewing this document is composed of me, PMO Human Factors Lead, and several 2nd level support engineers. This is a detailed 174 page document, which was split between the group members in order to review the document easier. However, all members are free to make comments on additional sections of the LTAR. Many of members in the group, including me, are also reviewing the Failure Modes Effects Analysis (FMEA) Report. This document provides the Failure Modes Effects Analysis (FMEA) Reports for the components of the National Airspace System (NAS) Voice System (NVS). The purpose of the FMEA is to determine the dominant failure modes and effects of those failure modes on the NVS. This is a detailed 239 page document that was also divided amongst group members for easier review. As with the LTAR document, I attempt to review as many sections as I can. As mentioned in previous reports, the FDD document reviews are on-going.

I have also been a part of a Safety Workgroup. The workgroup was formed because of safety concerns found early in the program. An issue I addressed this month was Dual Control Frequencies. Talking with the Harris Lead Engineer, he said the NVS design will continue to function as dual control is handled today. In the Systems Engineering workgroup, we are continuing to work on CDR issues, software issues, and equipment design issues.

Adjacent to the NVS Program, Harris has found a buyer for their commercial product, VCS21. There are mixed feeling about what this could mean for the FAA's NVS. In discussion with PMO personnel, some think that the NVS will suffer due to staffing shortage. While others think that with extra funding generated by the sale of the VCS21 product, Harris will have more resources for the NVS. I will be monitoring all situations as it pertains to FAA and NVS.

Issues Affecting PASS:

There are no program issues effecting PASS

Program Issues:

The Program Management Office still struggles to keep the Harris Corp. on schedule. The program build releases to the FAA Tech Center are riddled with software errors and un-updated features that have a cascading effect on other portions of the build release.

Identify Support Needs:

As the NVS program moves forward, the workload increases. Reviewing the Feature Description Documents is very time consuming. The documents are lengthy and I have to translate the terms used by Harris to terms used by the FAA PMO. Richard Lucero and I have reached out to PASS NVS User team members, but due to rotating shifts and PMO meeting times, user feedback has been sparse. I have been working on getting additional PASS Seattle key site members involved to lighten the workload.

I have been discussing my support need with the various PASS Board Members.

Other:

None

Documentation Attached:

None.