

# NAS Infrastructure Management En Route & Oceanic

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Federal Aviation  
Administration



# Problems

- **Facilities**
  - Physical Plant
  - Systems
- **Equipment**
  - COTS Hardware and Software
- **Services**
  - Increasing Air Traffic
- **People**
  - Retirement Eligible Workforce



# Challenges

- **Changing Maintenance Workforce**
- **Changing Business Environment**
  - Organization



# Needs

- **Facilities**
  - Adequate Funding
- **Equipment**
  - Upgrades to Systems
- **Services**
  - Increase Air Traffic Capacity While Adapting to Changes in Air Traffic Patterns and Usage
- **People**
  - Reduced Training Cost and Time



# Projects

- **En Route**

- Air Traffic Control Beacon Interrogator (ATCBI-6)
- ARTCC Modifications
- Corridor Integrated Weather System (CWIS)
- En Route Communications Gateway (ECG)
- En Route Automation Modernization (ERAM)
- Flight Information Services Data Link (FISDL)
- Initial Academy Training System (IATS)
- Long Range Radar (LRR)



# Projects - continued

- **En Route – continued**
  - Traffic Management Advisor (TMA)
  - User Request Evaluation Tool (URET)
  - Voice Switching and Control System (VSCS)
  - Weather and Radar Processor (WARP)
- **Oceanic**
  - Advanced Technologies and Oceanic Procedures (ATOP)
  - Dynamic Ocean Track System Plus (DOTS+)
  - Microprocessor En Route Automated Radar Tracking System (Micro-EARTS)

# En Route Automation Modernization

The En Route Automation Modernization (ERAM) program replaces En Route infrastructure with Commercial Off The Shelf (COTS) technology, open systems design, and modern software. It enables implementation of emerging performance-based NAS capabilities

- ERAM provides improved backup capabilities, electronic access to information, and replacement of core En Route infrastructure and new capabilities
- First Site Fully Operational December 2009
- Last Site Fully Operational December 2010
- Acquisition Cost \$2.154B

