Performance Measure Profile

En Route Automation Modernization (ERAM)

FY 2013 Methodology Report

Federal Aviation Administration

Performance Measure Applicability	
☒ **DOT Strategic Plan** Goal: Economic Competitiveness Outcome: Successful achievement of initial operating capability (IOC) on ERAM at 11 of 20 Continental United States En Route Air Route Traffic Control Centers (ARTCCs). Metric: By September 30, 2013, achieve IOC on ERAM at 11 ARTCCs. ☒ **Agency Priority Goal**	☐ **Destination 2025** Goal: n/a Outcome: n/a Metric: n/a

FY 2013 Performance Target

By September 30, 2013, achieve IOC on ERAM at all 20 ARTCCs.

Lead Organization: Air Traffic Organization (ATO)

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Target	N/A	N/A	N/A	9 cumulative	20 cumulative
Actual	N/A	N/A	N/A	9 cumulative	TBD

Definition of Metric

Metric Unit:	The number of ARTCCs that achieve IOC on ERAM.
Computation:	Achieving IOC on ERAM at 11 ARTCCs for a cumulative of 20 ARTCCs on ERAM
Formula:	Total number of ARTCCs declared IOC by September 30, 2013 =(ARTCCs that achieved IOC with ERAM before FY2013) +(the sum of all ARTCCs that achieve IOC on ERAM in FY2013)
Scope of Metric:	This metric measures the ATO success in achieving IOC on ERAM at ARTCCs. The ERAM System replaces the 40-year-old En Route HOST Computer System used to manage high-altitude air traffic.
Method of Setting Target:	The current ERAM schedule includes achieving IOC at 11 ARTCC sites (in addition to the 9 completed through FY2012) by end of FY 2013. The remaining 11 sites are scheduled to achieve IOC by end of FY2013, for a total of 20 ARTCCs. This target supports the achievement of the ERAM program's acquisition program baseline (APB) milestone of achieving Operational Readiness Date (ORD) of all 20 ARTCCs by August 2014.

Why the FAA and/or DOT Choose this Metric

This metric was identified because ERAM is needed to replace the aging legacy automation system infrastructure that supports high-altitude air traffic management, and because ERAM will also serve as a foundational platform for NextGen capabilities. ERAM will facilitate the evolution of the National Airspace System (NAS) to trajectory based operations and will incorporate future NextGen capabilities including en route automation processing necessary for other programs (Automatic Dependent Surveillance Broadcast

services, System Wide Information Management, and Data Communications) in future releases beyond the current program baseline. The current program baseline includes work through the end of FY14.

Public Benefit

With the establishment of this metric, expanding capacity and reducing costs in our aviation system will play an important role in improving the economic returns from our transportation system. In the decade between 1998 and 2008, total airline passenger traffic rose 13 percent in U.S. domestic markets and 47 percent in the international arena, despite the impacts of the September 11, 2001, terrorist attacks and the more recent global recession. As domestic and world economies recover, U.S. airline passenger demand is expected to increase and approach a growth rate of 3-4 percent annually.

Partners

The following partners contribute to the achievement of the performance target for FY13:

- ATO Safety and Technical Training organization – to support the work necessary to ensure the safe introduction of ERAM capabilities to the NAS, and to support development of the necessary material to train the ARTCC workforce on ERAM operations.
- ATO service units – to support the successful deployment (En-Route ARTCC sites), integration (Terminal sites), and maintenance (Technical Operations personnel within each facility) of ERAM.
- Office of Aviation Safety – to support the work necessary to ensure the safe introduction of ERAM capabilities to the NAS, including development and approval of safety documents.
- National Air Traffic Controllers Association (NATCA) – to support the collaborative design, test, and deployment activities of ERAM to the NAS. Also, provide national-level input on program direction, training materials, and implementation strategies.

External Factors Affecting Performance

Using the description of external factors described above, there are no external factors that affect the achievement of this metric.

Source of the Data

Declaration of IOC is an event that is closely coordinated across ATO lines of business. It is communicated to the ERAM program office and other ATO lines of business by Facility managers and members of the ERAM facility team. Close coordination and communication is maintained across these stakeholder groups in the period leading up to, resulting in, and following the declaration of IOC.

Statistical Issues

This metric has no statistical issues.

Completeness

Decision Making to Declare IOC: The decision to declare IOC at a site includes the following, as articulated as part of the Benchmarking Standard Operating Procedure (SOP) for ERAM:

- Entrance Criteria - IOC event collaboratively endorsed by the ERAM Article 48/11 Work Group (consist of FAA Management and Bargaining Unit Representatives).
- Site personnel identified in the IOC Readiness Checklist (Air Traffic Manager, Technical Operations Manager, District Manager, Program Operations Field Manager and the NATCA FAC Rep) assess software viability via the exit briefing, planning the purpose, strategy, and length of the operational run, and coordination of the operational run strategy with the appropriate local and national stakeholders.
- Approval to proceed with an operational run is shared by the ATM and NATCA Facility Representative after input from site Technical Operations and Field Automation Support Team and external affected parties including but not limited to Terminal, Military, and Air Carriers.

IOC is achieved when the Site begins the first operational run.

Reliability

This metric has no reliability issue. The ARTCC either achieves IOC on ERAM, or it does not.