

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N JO 6100.17

Air Traffic Organization Policy

Effective Date:  
06/08/11

Cancellation Date:  
06/08/12

**SUBJ:** Interim EAS System Certification Revisions to Order JO 6100.1H CHG 1,  
Maintenance of NAS En Route Stage A — Air Traffic Control System

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**1. Purpose.** This notice advises all En Route Automation Modernization (ERAM) related stakeholders of intended updates to Order JO 6100.1H CHG 1, Maintenance of NAS En Route Stage A — Air Traffic Control System.

**2. Audience.** This notice requires actions by the Airway Transportation System Specialist (ATSS) at sites with the Facility, Service, and Equipment Profiles (FSEP): En Route Automation System (EAS).

**3. Where Can I Find This Notice?** An electronic version of this notice can be obtained from the following websites:

- MYFAA website at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) ;
- NAS Documentation (NASDOC) Team, AJW-172, website at <http://skil.act.faa.gov/AJW-172/library/default.aspx> ;
- En Route & Oceanic Support Help Desk website at <https://enroutesupport.faa.gov> .

Printed copies will be distributed to national offices with an accurate inventory record in FSEP and a mailing address in the Directive Distribution System (DDS).

**4. Cancellation.** Not applicable.

**5. Action.** The changes to be made to Order JO 6100.1H CHG 1 are described in Attachment 1, JO 6100.1H CHG 1 Chapter 3 Proposed Changes, and Attachment 2, JO 6100.1H CHG 1 Appendix 1 Proposed Changes.

**6. Background.** ATO-E will be revising Order JO 6100.1H CHG 1 to include updates for chapter 3, Standards and Tolerances, Section 9, EAS System, and Appendix 1, Certification, Section 8, En Route Automation System (EAS), system certification table, in accordance with the Concept of Operations (ConOps) philosophy for new EAS software releases.

The ConOps defines a recommended procedure for testing, validating, and certifying following the release of new software builds for EAS. Under the current EAS system certification table, the Advertised Services, FDP Capability, SDP Capability, and GIP Capability referenced the

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Distribution: 66AE, 61PD, 61BA, 61UV, 61UW, AAD0, AAG1,  
AAG2, AAH0, AK00, AAL0

Initiated By: AJE-12

primary channel and backup channel to be verified in the Certification parameters. Therefore, in accordance with ERAM design, the ConOps philosophy of testing and certifying the EAS system following a new software release is to utilize the capabilities of the Test and Training (T&T) laboratory and the backup channel in test mode. As a result, references to the primary channel and backup channel are to be removed from the Certification parameters.

## 7. Risks.

**a. Operational.** There are no operational risks associated with this notice.

**b. Safety.** In compliance with the latest edition of Order 1100.161, Air Traffic Safety Oversight, and JO 1000.37, ATO Safety Management System, all NAS changes, including notices, require an SRM assessment prior to delivery. A safety risk assessment has been performed on this notice. The SRM information for this notice is attached as Attachment 3, Safety Risk Management Decision Memorandum. For further guidance in developing SRM documentation, refer to the latest edition of the Safety Management System (SMS) Manual.

**c. Security.** There are no security risks associated with this notice.

**8. Clarification or Comments.** For further information or comments, please contact the ERAM Second Level Support (SLS) Engineering team via the En Route and Oceanic Support Help Desk at (800) 337-0308.



Vincent Capezzuto  
En Route & Oceanic Services  
Program Operations/Surveillance & Broadcast Services, AJE-1

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ATTACHMENT 1. JO 6100.1H CHG 1 CHAPTER 3 PROPOSED CHANGES



**Section 9. EN ROUTE AUTOMATION SYSTEM (EAS)**

<i>Parameter</i>	<i>Reference Paragraph</i>	<i>Standard</i>	<i>Tolerance/Limit</i>	
			<i>Initial</i>	<i>Operating</i>
→ 3-300. FDP CAPABILITY.	TI 6110.110, par. A.2.63, TI 6110.102, chap. 5, and par. 5-17g.	Satisfactory processing and transfer of flight data using the online certification program, manual techniques (e.g., TD messages), M&C views, or diagnostic tests.	Same as standard	Same as standard
→ 3-301. SDP CAPABILITY.	TI 6110.110, chapter 7, par. 5-17g	Satisfactory processing and transfer of surveillance (radar) data using the online certification program, manual techniques, M&C views, or diagnostic tests.	Same as standard	Same as standard
3-302. GIP CAPABILITY.	TI 6110.110, table A-195, par. A.2.63, par. A.2.39, and par. 5-17g	Satisfactory processing and transfer of general information data using the online certification program, manual techniques, M&C views, or diagnostic tests.	Same as standard	Same as standard



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ATTACHMENT 2. JO 6100.1H CHG 1 APPENDIX 1 PROPOSED CHANGES



## Section 8. EN ROUTE AUTOMATION SYSTEM (EAS)

<i>Advertised Service</i>	<i>Certification Parameter</i>	<i>Reference Paragraph</i>
FDP Capability	Satisfactory processing and transfer of flight data	Par. 3–300
SDP Capability	Satisfactory processing of surveillance data	Par. 3–301
GIP Capability	Satisfactory processing of general information data	Par. 3–302
Connectivity Capability	Successful connectivity to EADS	Par. 3–303
	Successful connectivity to ECG	Par. 3–303
Input/Output Capability	Satisfactory operation of data entry and ability to receive data at the M&C	Par. 3–304
Control Capability	Satisfactory reconfiguration of OUs	Par. 3–305
	Successful fault sensing and status reporting	Par. 3–305
Configuration Capability	Satisfactory software configurations, version level, and adaptation	Par. 3–306
<p>Normal Certification Interval: Event based</p> <p>Allowable Exceptions: Advertised services, individual channels (A or B), or individual elements</p> <p>Person Responsible for Certification: ATSS with certification authority</p> <p>Certification Entries in Facility Maintenance Log:</p> <p style="padding-left: 20px;"><i>Without Exception:</i></p> <p style="padding-left: 40px;">EAS Certified</p> <p style="padding-left: 40px;">EAS Channel A Certified, local software (release ID)</p> <p style="padding-left: 40px;">EAS Channel B Certified, local software (release ID)</p> <p style="padding-left: 20px;"><i>With Exception:</i></p> <p style="padding-left: 40px;">EAS Certified except (designation) channel processing</p> <p style="padding-left: 20px;"><i>Removing Exception:</i></p> <p style="padding-left: 40px;">EAS (channel designation) Certified</p>		



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ATTACHMENT 3. SAFETY RISK MANAGEMENT DECISION MEMORANDUM

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# Federal Aviation Administration

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## Memorandum

Date: APR 14 2011

To: Dan McGovern  
Program Management, Manager, AJE-12D

From: Sharon M. Davis  
SRM Lead, AJE-1282

Prepared by: Steven D. Craig,  
Host Hardware System Engineer, AJE-1281

Subject: Safety Risk Management Decision Memorandum (SRMDM) for Notice JO 6100.17, Interim Updates to EAS System Certification Revisions to Order JO 6100.1H CHG 1, Maintenance of NAS En Route Stage A – Air Traffic control System.

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### **National Airspace System (NAS) Change:**

The Notice (N JO 6100.17) is being issued to provide interim updates to the maintenance handbook, Order JO 6100.1H CHG 1 for changes to En Route Automation System (EAS) certification table. This notice simplifies the certification parameters for Flight Data Processor (FDP), Radar Data Processor (RDP) and General Information Processor (GIP) capability by removing the terminology “via primary channel” and “via backup channel” as part of the certification parameter. As a result, the EAS certification table falls in accordance with the Concept of Operations (ConOps) philosophy for new EAS software releases as follows:

#### SECTION 8: EN ROUTE AUTOMATION (EAS)

FDP Capability	Satisfactory processing and transfer of flight data
RDP Capability	Satisfactory processing and transfer of surveillance data
GIP Capability	Satisfactory processing of general information data

### **Rationale for not requiring further SRM analysis:**

This change does not require any further safety analysis since that there is no impact to the National Airspace System (NAS). No changes are being made to the intent of EAS certification. The certification parameter remains the same without referring to both the primary channel and the backup channel in the certification parameter. As a result, with no changes to any procedures in certifying EAS, this Notice does not require any additional SRM analysis.

We, the undersigned, understand the change described above does not negatively affect safety.

**Reviewed by:**



Tom Ackermann  
Systems Engineering  
AJE-1281 Manager

4-14-11

Date

**Approved by:**



J.D. Hunt  
Systems Requirements  
AJE-128 Manager

4/14/2011

Date