What We Work On (Continued)

Advance Technologies and Oceanic Procedures:
ATOP is the ATC system used in New York, Oakland, and Anchorage oceanic, offshore, and transition airspace. The ATOP systems supports ATC services for oceanic (procedural) and radar transition airspace.

Microprocessor En Route Automated Radar Tracking System:
Micro_EARTS is an integrated En Route and Terminal ATC automation system that provides radar data processing and tracking, alphanumeric and flight data distribution in Anchorage, San Juan, Honolulu and Guam.

Offshore Flight Data Processing System:
OFDPS processes surveillance information, aircraft flight information (flight plan), weather data, and other critical data for both Honolulu CERAP and Guam CERAP

Flight Data Processing System:
FDPS performs flight data processing for flight operations and outputs flight strips to the appropriate sector positions.

Data Communications:
DataComm is a commercially provided Data Communications Network Service (DCNS) used to provide Controller Pilot Data Link Communications (CPDLC) services, which allows pilots and air traffic controllers to exchange ATC instructions digitally.

FAST Specialists Locations

Albuquerque ARTCC	Memphis ARTCC
Atlanta ARTCC	Miami ARTCC
Boston ARTCC	Minneapolis ARTCC
Chicago ARTCC	New York ARTCC
Cleveland ARTCC	Oakland ARTCC
Denver ARTCC	Salt Lake City ARTCC
Forth Worth ARTCC	Seattle ARTCC
Houston ARTCC	Washington ARTCC
Indianapolis ARTCC	San Juan CERAP
Jacksonville ARTCC	Anchorage ARTCC
Kansas City ARTCC	Honolulu CERAP
Los Angeles ARTCC	Guam CERAP

FIELD AUTOMATION SUPPORT TEAM


Federal Aviation Administration
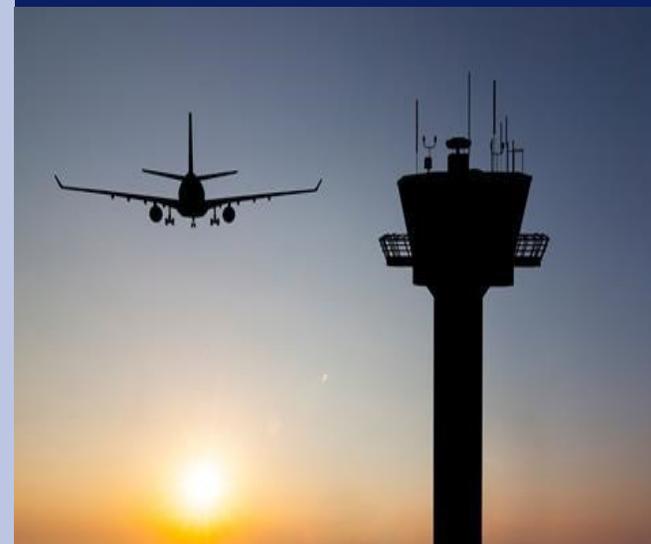
About Us

The Field Automaton Support Team (FAST) Specialists represent the Program Management Organization (PMO) in the field. FAST Specialists have a diverse background in technical and aviation related specialties. They serve as automation experts, technical coordinators, team leads, and system advisors, who work directly with National Airspace Space (NAS) real-time air traffic control systems. They apply in-depth technical knowledge of NAS equipment, procedures, and safety requirements in order to design, develop, modify, and evaluate the NAS. The Specialists are highly skilled at applying air traffic expertise and technical knowledge to resolve hardware and software problems, create and maintain adaptation databases, and provide direct support to air traffic operations.

FAST Mission

As En Route and Oceanic, Second-Level Engineering employees, FAST Specialists provide service to all customers in a unified, balanced, and responsive way. This is accomplished by highly skilled people who use technology to meet automation needs in a cost-effective business environment. The triangle below captures these concepts symbolically.
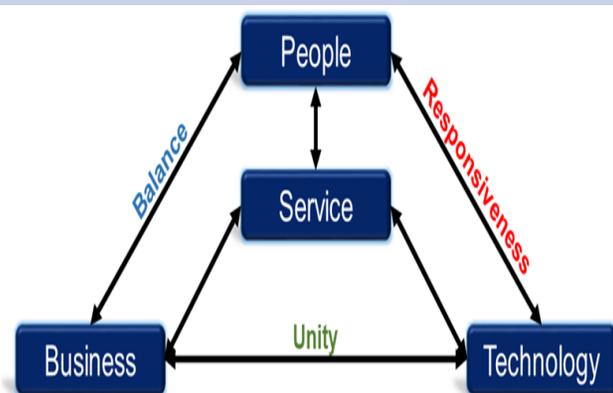
What We Do
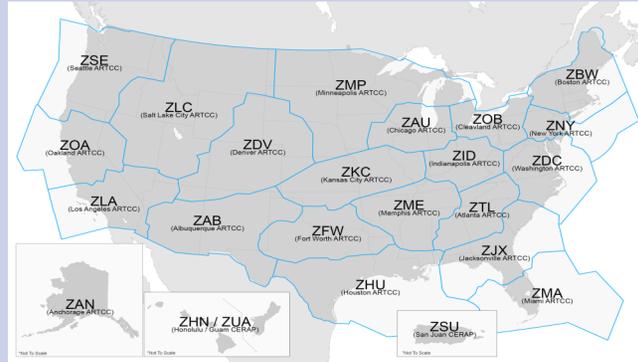
A primary role of the FAST Specialists is to maintain the en route and oceanic systems local adaptation to ensure each system is performing appropriately to meet end-user demands. Each en route and oceanic system is highly modifiable, highly adaptable, and is constantly updated in response to national chart data changes, national system changes, changing hardware requirements, trouble reports, and adaptation requests. FAST Specialists are very experienced in performing research to identify, analyze, and resolve complex automation issues. They ensure the adequacy of automation information based on an in-depth knowledge of air traffic control procedures and of facility traffic flows. Their onsite presence allows them to investigate trouble reports in real-time and answer questions within the facility to explain how the automation works. FAST Specialists develop, maintain, test, and modify adaptation databases to ensure that maximum effectiveness is achieved and that data is processed in a precise and timely manner including safety critical system functions. They coordinate with local staff and other air traffic facilities regarding automation decisions and activities that affect operations.

FAST Specialists work with SLE personnel to provide guidance to facility stakeholders on national system planning, configuration management, technological considerations, and adaptations that have a major impact on air traffic and the NAS.

What We Work On

FAST Specialists at each location are supervised by the Program Operations Field Manager (POFM) and collaborate directly with local and national Air Traffic and Technical Operations staff to maintain several operational systems.

En Route Automation Modernization:
ERAM is the primary operating system for en route Air Traffic and serves as a platform where data sharing, digital communications, and trajectory-based operations reside. It has a variety of uses from Surveillance Data Processing, Flight Data Processing, Conflict Probe Processing, General Information Messaging, and Weather Processing.
ERAM increases capacity and improves efficiency in our skies. With ERAM, controllers benefit from increased collaboration and seamless data sharing between Centers.

Time Based Flow Management:
TBFM is a tool which provides arrival traffic flow visualization and scheduling. It assists controllers in balancing arrival demand with airport capacity while minimizing delays.

TBFM is a primary tool for each ARTCC's Traffic Management Unit (TMU) in managing sector and airport loading from a national per-spective.