



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
1110.154

Effective Date:
09/01/10

SUBJ: Establishment of Federal Aviation Administration Next Generation Facilities
Special Program Management Office

1. Purpose of This Order. This order establishes the Federal Aviation Administration's (FAA) Next Generation (NextGen) Facilities Special Program Management Office (SPMO). The SPMO develops requirements, conducts analysis, coordinates planning activities, and develops plans for the transformation of the FAA's air traffic facilities and future service. The office is known as the NextGen Facilities SPMO. The SPMO reports directly to the Air Traffic Organization (ATO) Chief Operating Officer (COO) and (dashed-line report) to the FAA Deputy Administrator. The SPMO is overseen by the ATO Executive Council (EC), with the addition of the FAA Assistant Administrators for Communications, Financial Services, Government & Industry Affairs, Aviation Policy, Planning & Environment, Regions and Center Operations, FAA Associate Administrator for Aviation Safety, and the ATO Vice President of Acquisition and Business Services. These executives function as the NextGen Facilities Advisory Board overseeing the SPMO. The SPMO will periodically provide updates to the broader FAA management team.

2. Audience. This order is intended for FAA Deputy Administrator, all FAA Assistant Administrators, Associate Administrators, ATO COO, ATO Senior Vice Presidents, and heads of offices and services across the agency.

3. Where You Can Find This Order. You can find this order on the FAA website at https://employees.faa.gov/tools_resources/orders_notices/.

4. Background.

a. The majority of FAA's staffed air traffic control facilities were built around 1960s radar technology. These facilities include Air Route Traffic Control Centers (ARTCC's), Terminal Radar Control Facilities (TRACON's) and Airport Traffic Control Towers (ATCT's). The average age for each of these facility types ranges from 27 to 46 years. A number of air traffic facilities are at high risk of negative impact from natural disasters, are not compliant with current building code standards, and/or have inadequate business continuity capabilities. The U.S. Congress requested via the proposed reauthorization that FAA improve the condition of staffed air traffic facilities by bringing them into compliance or designing new facilities to accommodate future needs of the FAA workforce and to enable new operational capabilities. The FAA intends to address the congressional request by retrofitting existing and designing new state-of-the-art air traffic control facilities, which will fully support FAA's vision for improving working conditions, transform the National Airspace System, and support new operational concepts and services enabled by NextGen technologies.

b. The FAA's goal is to incorporate NextGen technologies into air traffic management facility design to provide future services in fit-for-purpose facilities. Fit-for-purpose facilities will provide improved infrastructure for air traffic management and enable FAA to provide

better service. The FAA's new and retrofitted facilities will house the full range of required air traffic management services. These facilities will:

- (1) Enable operational improvements
- (2) Improve working conditions for FAA employees
- (3) Ensure workforce safety and security
- (4) Ensure service resilience and continuity of operations
- (5) Reduce environmental impact and ensure use of renewable energy

5. Objectives and Scope.

a. The NextGen Facilities SPMO develops requirements, plans facilities transformation, designs facilities that will house the NextGen technologies, and enables expansion of the air traffic services that FAA provides.

b. The objectives and scope of the SPMO are to elicit requirements for future facilities from all agency lines of business and the operations community in areas such as: Airspace and Procedures, Facilities Standards, Communications Technology, Automation, Safety, Surveillance, Electric Power, Security, Environment, and Facility Maintenance and Logistics, and other areas to be defined. The SPMO also solicits requirements from program partners, stakeholders, customers and users. For the purpose of this program, these entities include, but are not limited to: Department of Transportation, Department of Defense, Department of Homeland Security, Executive Branch, US Congress, FAA executives, mid-level agency management and employees, labor unions, impacted state and local communities, media outlets, and individuals, groups and organizations who consume agency services.

c. After capturing requirements, the SPMO analyzes and aggregates findings, identifies appropriate technologies and capabilities under development, integrates these findings into cohesive design plans, and vets design plans with senior agency leadership and key partners as appropriate. The SPMO evaluates design plans and coordinates with other agency initiatives to identify alternatives for new facilities. The SPMO develops business cases for new facilities and/or alterations to existing facilities. The NextGen Facilities SPMO flows down requirements and standards to enable implementation.

d. The SPMO coordinates and collaborates with other offices of the agency as needed, as required in agency orders and directives, including program offices that define outcomes for other key facets of the NextGen Facilities program. The SPMO initiates cross-agency coordination for technical, policy, administrative and other dependencies that impact program success.

6. Organization And Administration.

a. The SPMO reports directly to the ATO COO and (dashed-line report) to the FAA Deputy Administrator. The SPMO is overseen by the ATO EC supplemented as noted in Paragraph 1, which functions as the NextGen Facilities Advisory Board to the SPMO.

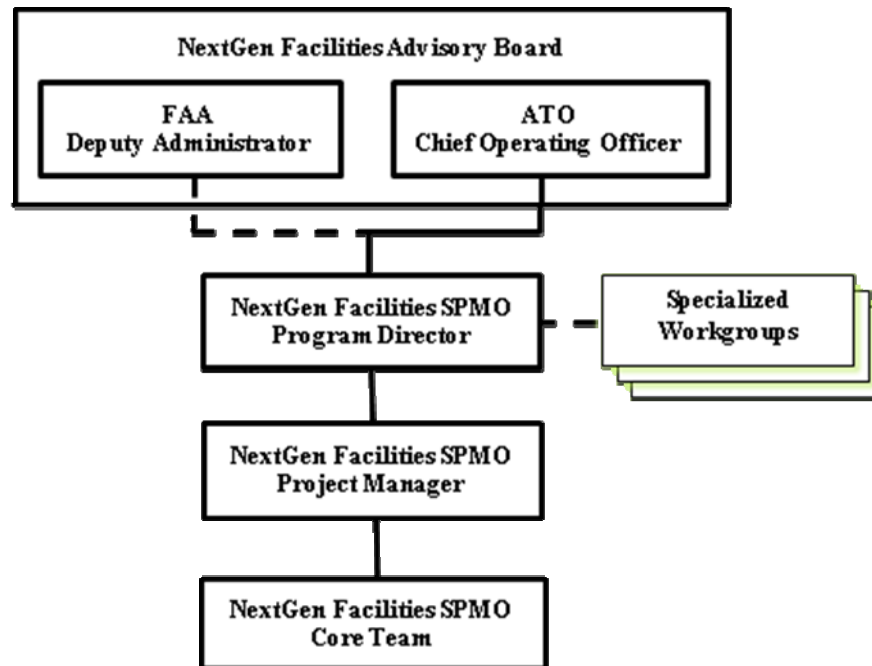
b. The SPMO will comply with established FAA acquisition management system guidance and procedures.

c. The SPMO is managed by a Program Director whose function is to lead the effort and interface with senior agency leaders and key partners. The Program Director provides regular status updates on the progress of the effort to FAA executives and the broader FAA management team. The Program Director ensures that program efforts are aligned with Presidential Directives for critical infrastructure, Executive Orders, DOT, FAA and ATO strategic plans and directives, and the NextGen Implementation Plan. The Program Director ensures compliance with FAA Orders and Publications. The Program Director determines budgetary requirements and coordinates with senior leadership to secure funding, and adjusts program strategies and execution plans based on agency needs. The Program Director makes decisions regarding structure and composition of the program team, and oversees the management of the team's execution of activities. The SPMO Program Director directs activities to collect and analyze data and information, applies policies and procedures, and identifies problems and solutions related to program requirements.

d. The SPMO Program Director establishes, coordinates, and oversees specialized workgroups comprised of subject matter experts from various groups. These workgroups represent the needs and concerns of the aviation community and other entities that have vested interests in the facilities transformation effort. The specialized workgroups provide input to program plans and designs, and are integral to gaining broad support for the effort.

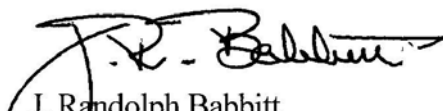
e. The SPMO Program Director ensures that the SPMO is appropriately staffed to meet program objectives.

f. The high-level reporting structure for the SPMO is represented below:



7. Distribution. This order will be distributed to all FAA Assistant and Associate Administrators, and the ATO COO.

8. Effective Date and Duration. The NextGen Facilities SPMO is effective as of 09/01/2010, and will remain in effect until terminated by the FAA Administrator.


J. Randolph Babbitt
Administrator