

Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix A

Fiscal Years 2013 – 2017

APPENDIX A

GOAL MATRIX

The Capital Investment Plan (CIP) programs have been aligned to the goals, outcomes, and performance metrics in the Federal Aviation Administration (FAA) Strategic Plan, Destination 2025. Many FAA programs will contribute to more than one goal, outcome, or performance metric; however the program linkages in the CIP (Appendix A and B) are aligned to a single goal, outcome, and performance metric where a program's contribution is most significant. Only CIP programs with Fiscal Year (FY) 2013-2017 funding are included in Appendix A, B, and C.

The FAA's Strategic Plan has five Goals and the table below shows how they support DOT Goals.

FAA Strategic Goals	DOT Strategic Goals
1) <i>Next Level of Safety</i>	<i>Safety</i>
2) <i>Workplace of Choice</i>	<i>Organizational Excellence</i>
3) <i>Delivering Aviation Access through Innovation</i>	<i>State of Good Repair</i>
	<i>Economic Competitiveness</i>
	<i>Livable Communities</i>
4) <i>Sustaining our Future</i>	<i>Environmental Sustainability</i>
5) <i>Improved Global Performance through Collaboration</i>	<i>Economic Competitiveness</i>

Each FAA Goal has Outcomes, Strategies and Performance Metrics identified in Destination 2025. Each program in the CIP is aligned with one Goal, Outcome and Performance Metric. Each Goal has several Outcomes that support the Goal and each Outcome may have one or more Performance Metric identified that will be used to measure accomplishment of the outcome and goal.

Since Destination 2025 is a long term strategic view, metrics are not focused on near term operational needs such as cost savings. Therefore, some metrics have been incorporated from other sources to account for the contribution of programs that support these near term operational needs. These metrics and their source are identified in the tables.

Programs are shown under their respective performance metric and each has the following information, FY 13 Budget Line Item (BLI), CIP number, and CIP Program/ Project Name. BLI numbers with an X (i.e., 1A09X) are used to designate programs/projects that are not in the FY 2013 President's Budget. These Programs/projects are new starts or future programs not currently in the President's budget but with planned funding within the FY 14-17 timeframe and will report future year planned activities based on planned funding.

For clarification, the following definitions generally describe the elements of the FAA Strategic Plan and can be used to relate the outcomes and performance metrics to the CIP programs.

STRATEGIC GOAL

A general statement of the broad agency purpose in carrying out its mission, such as: "By achieving the lowest possible accident rate and always improving safety, all users of our aviation system can arrive safely at their destinations. We will advance aviation safety worldwide."

OUTCOME

A statement of the desired improvement which will contribute to the overall goal, such as: "No accident-related fatalities on commercial service aircraft in the U.S."

PERFORMANCE METRIC

A quantifiable metric of the improvement in a goal area that sets a target for specific improvements in outcomes that affect FAA customers, such as: “Reduce the commercial air carrier fatalities per 100 million persons on board by 24 percent over a 9-year period (2010-2018). No more than 6.2 in 2018.”

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1. STRATEGIC GOAL: NEXT LEVEL OF SAFETY

By achieving the lowest possible accident rate and always improving safety, all users of our aviation system can arrive safely at their destinations. We will advance aviation safety worldwide.

- **Outcome 1:** No accident-related fatalities on commercial service aircraft in the US.
 - **Performance Metric 1:** Reduce the commercial air carrier fatalities per 100 million persons on board by 24 percent over 9 year period (2010-2018). No more than 6.2 in 2018.

FY 2013 BLI	CIP #	CIP Name
1A01G	A28.01-01	Traffic Alert & Collision Avoidance System (TCAS)
1A01K	M08.32-03	Safety Analysis System
1A07G	G07M.02-01	NextGen – Safety, Security, Environment – System Dev – Systems Safety Mgmt Transformation
2B02	W03.03-01	Terminal Doppler Weather Radar – Service Life Extension Program (SLEP)
2D05	N04.03-00	Visual Nav aids – ALSIP Continuation
2D07	N04.01-00	Visual Nav aids – Visual Nav aids for New Qualifiers
2D12	N17.01-01	Runway Safety Area – Navigation Mitigation
2E03A	M12.00-00	Aircraft Related Equipment Program
2E03B	M12.01-03	Airbus Simulator Purchase – Advanced Fly-By-Wire Simulator – Technical Refresh
2E03X	M12.01-04	Airbus Simulator Purchase – Advanced Fly-By-Wire Simulator – Add'l Tech Refresh Projects
2E08	M11.02-01	Flight Standards Inspector Aircraft Replacement – Segment 2
3A02	A17.01-02	Aviation Safety Analysis System – Regulation and Certification Infrastructure System Safety (ASAS – RCISS) – Segment 2
3A02X	A17.01-03	Aviation Safety Analysis System – Regulation and Certification Infrastructure System Safety (ASAS – RCISS) – Segment 3
3A07	A25.02-01	System Approach for Safety Oversight (SASO) – Phase 2A
3A07	A25.02-02	System Approach for Safety Oversight (SASO) – Phase 2B
3A08	A26.01-01	Aviation Safety Knowledge Management Environment (ASKME) Phase 2
3A10	M53.01-01	Aerospace Medical Equipment Needs (AMEN) – Tech Refresh Phase 1
3A10X	M53.01-02	Aerospace Medical Equip Needs (AMEN) – Tech Refresh Phase 2
3A11	G07A.02-01	NextGen – Safety, Security, Environment – Aviation Safety Information Analysis and Sharing (ASIAS)
3A14	A35.01-01	Aerospace Medicine Safety Information System (AMSIS)
4A09	G05A.02-05	CATM – Flight & State Data Mgmt – AIM Segment 2

- **Outcome 2:** Aviation risk is reduced through all phases of flight (gate-to-gate).
 - **Performance Metric 1:** Reduce Category A & B (most serious) runway incursions to a rate of no more than 0.395 per million operations, and maintain or improve thought FY 2013.

FY 2013 BLI	CIP #	CIP Name
1A01A	S09.02-00	Runway Incursion Reduction Program (RIRP) – ATDP
2B01	S09.01-01	ASDE-X –Tech Refresh & Disposition
2B12	S11.01-02	Runway Status Lights (RWSL) – Implementation

1. Strategic Goal: Next Level of Safety

- **Performance Metric 2:** Ensure no cyber security event significantly degrades or disables a mission critical FAA system.

FY 2013 BLI	CIP #	CIP Name
3A06A	M31.00-00	Information Systems Security
3A06B	M31.03-01	Enterprise Information System Security (EISS)
3A06C	M31.04-01	FAA Identity and Access Management (FIAM)
3A09	F30.01-01	Data Center Optimization

- **Performance Metric 3:** Reduce risks in flight by limiting the rate of the most serious losses of standard separation to 20 or fewer for every thousand (.02) losses of standard separation within the National Airspace System.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Measure.

- **Performance Metric 4:** Exceed Federal Emergency Management Agency continuity readiness levels by 5 percent. (FAA Business Planning Metric)

FY 2013 BLI	CIP #	CIP Name
3A04	C18.00-00	Command & Control Communications (C3)

- **Outcome 3:** There is a reduction in the general aviation fatal accident rate.

- **Performance Metric 1:** Reduce the general aviation fatal accident rate to no more than 1 fatal accident per 100,000 flight hours by 2018.

FY 2013 BLI	CIP #	CIP Name
2C01	A34.01-01	Future Flight Service Program
2C03	M08.31-01	Weather Camera Program – Segment 1
2C03X	M08.31-02	Weather Camera Program – Future Segments
2D03A	N12.01-00	Wide Area Augmentation System (WAAS)
2D03B	N12.01-06	Wide Area Augmentation System (WAAS) – Surveys
2E05	C17.02-01	Alaskan Satellite Telecommunication Infrastructure (ASTI)

- **Outcome 4:** There are no fatal accidents on certificated airports.

- **Performance Metric 1:** Implement 40 percent of mitigating strategies for the top 5 airport risk areas.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 5:** There are no fatalities resulting from commercial space launches.
 - **Performance Metric 1:** No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

2. STRATEGIC GOAL: WORKPLACE OF CHOICE

We will create a workplace of choice marked by integrity, fairness, diversity, accountability, safety and innovation. Our workforce will have the skills, abilities, and support systems required to achieve and sustain NextGen.

- **Outcome 1:** FAA has the right people with the right skills in the right position at the right time to achieve our goals.
 - **Performance Metric 1:** Achieve a 90% success rate in the areas of financial management and human resources management: Receive annual Unqualified Audits with no material weaknesses; Maintain the competitive status of all FAA employees within the federal personnel system; Improve the “effective leadership” index score on the OPM Employee Viewpoint survey by 8 percent; Improve the “talent management” index score on the OPM Employee viewpoint survey by 8 percent.

FY 2013 BLI	CIP #	CIP Name
2D11	N12.03-01	GPS Civil Requirements

- **Outcome 2:** FAA is widely recognized as an employer of choice.
 - **Performance Metric 1:** The FAA is rated in the top 25 percent of places to work in the federal government by employees.

FY 2013 BLI	CIP #	CIP Name
2B09	F13.03-00	NAS Facilities OSHA & Environmental and Occupational Safety and Health Compliance and Fire/Life Safety for Airport Traffic Control Towers
2E09	F20.01-01	FAA Employee Housing and Life Safety Shelter System Services

- **Outcome 3:** FAA workplace reflects the diversity of the nation.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 4:** FAA provides the safest and most secure facilities in which our employees and equipment operate.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

3. STRATEGIC GOAL: DELIVERING AVIATION ACCESS THROUGH INNOVATION

Enhance the flying experience of the traveling public and other users by improved access to and increased capacity of the nation’s aviation system. Ensure airport and airspace capacity are more efficient, predictable, cost effective and matched to public needs.

- **Outcome 1:** System capacity and user demands are matched to ensure reliable, predictable and cost-effective air navigation and airport services.

- **Performance Metric 1:** Optimize airspace and Performance Based navigation (PBN) procedures to improve efficiency an average of 10 percent across core airports by 2018.

FY 2013 BLI	CIP #	CIP Name
1A15	G05N.01-01	NextGen – Collaborative ATM (CATM) – NextGen Performance Based Navigation - Metroplex Area Navigation (RNAV)/Required navigation Performance (RNP)

- **Performance Metric 2:** Achieve a 5 percent reduction in average taxi-time at Core airports, identified by the Future Airport Capacity Task 3 (FACT 3) for surface traffic management.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Performance Metric 3:** Improve flight predictability by reducing variances in flying time between core airports based on a 2012 baseline.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Performance Metric 4:** Achieve an average daily airport capacity for the Core Airports of 86,835 arrivals and departures per day by FY 2012 and maintain through FY 2013. (DOT Strategic Metric)

FY 2013 BLI	CIP #	CIP Name
1A01B	M08.28-00	System Capacity, Planning, and Improvements – ATDP
1A01C	M08.29-00	Operations Concept Validation and Infrastructure Evolution – ATDP
1A01D	M08.28-04	Airspace Management Program (AMP) – ATDP
1A01E	M46.01-01	Strategy and Evaluation
1A01H	M52.01-01	Operational Modeling Analysis and Data
1A05	G01C.01-01	NextGen – Data Communications – Segment 1a/1b
1A06	G08M.01-01	NextGen – Demonstrations and Infrastructure Development
1A07A	G01M.02-01	NextGen – System Dev – ATC/Tech Ops Human Factors
1A07B	G01M.02-02	NextGen – System Dev – New ATM Requirements
1A07C	G01M.02-03	NextGen – System Dev – Ops Concept Validation Modeling
1A07D	G03M.04-01	NextGen – System Dev – Staffed NextGen Towers (SNT)

3. Strategic Goal: Delivering Aviation Access

FY 2013 BLI	CIP #	CIP Name
1A07F	G06M.02-02	NextGen – System Dev – Wake Turbulence Re-Categorization
1A08A	G01A.01-01	NextGen – TBO – Separation Mgmt – Modern Procedures
1A08B	G01A.02-02	NextGen – TBO – Trajectory Mgmt – Oceanic Tactical Trajectory Mgmt
1A08X	G01A.02-03	NextGen – TBO – Trajectory Mgmt – Conflict Advisories
1A09A	G04W.02-01	NextGen – RWI – Weather Observation Improvements
1A09B	G04W.03-01	NextGen – RWI – Weather Forecast Improvements
1A10A	G02A.01-01	NextGen – HD – Trajectory Mgmt – Surface Tactical Flow
1A10B	G02A.01-02	NextGen – HD – Trajectory Mgmt – Surface Conformance Monitor
1A10C	G02A.01-06	HD Trajectory Mgmt – Time Based Flow Management (TBFM) Work Package 3
1A11A	G05A.01-01	NextGen – CATM – Flow Control Mgmt – Strategic Flow Mgmt Integration
1A11B	G05A.01-02	NextGen – CATM – Flow Control Mgmt – Strategic Flow Mgmt Enhance
1A11C	G05A.02-01	NextGen – CATM – Flight & State Data Mgmt – Common Status & Structure Data
1A11D	G05A.02-02	NextGen – CATM – Flight & State Data Mgmt – Advanced Methods
1A11E	G05A.02-03	NextGen – CATM – Flight & State Data Mgmt – Flight Object
1A11F	G05A.02-04	NextGen – CATM – Flight & State Data Mgmt – Concept Dev for Integrated NAS Design and Procedure Planning
1A11G	G05M.02-01	NextGen – CATM – Collaborative Information Management (CIM)
1A11H	G05M.03-01	NextGen – CATM – Sys Dev – Information Management
1A12A	G06A.01-01	NextGen – FLEX – Separation Mgmt – Wake Turbulence Mitigation for Departures (WTMD)
1A12B	G06A.01-02	NextGen – FLEX – Separation Mgmt – Wake Turbulence Mitigation for Arrivals (WTMA)
1A12C	G06A.02-01	NextGen – FLEX – Surface/Tower/Terminal Systems Engineering
1A12D	G06C.01-01	FLEX – Flight & State Data Mgmt – Future Comm Infra
1A12E	G06N.01-01	NextGen – FLEX – Separation Mgmt – Approaches, Ground Based Augmentation System
1A12F	G06N.01-02	NextGen – FLEX – Separation Mgmt – Closely Spaced Parallel Rwy Ops
1A12G	G06N.01-03	NextGen – FLEX – Separation Mgmt – Approaches, NextGen Nav Init
1A12I	G06N.02-01	NextGen – FLEX – Trajectory Mgmt – Arrivals
1A12J	G06N.02-02	FLEX – Trajectory Mgmt – Reduced RVR Minima
1A14	G03F.01-01	FAC – Future Facilities Investment Planning
2A01	A01.10-01	En Route Automation Modernization (ERAM)
2A02	G01A.01-04	TBO – Separation Mgmt – En Route Automation Modernization (ERAM) – D-Position Upgrade and System Enhancements
2A12B	G05C.01-06	NextGen – CATM System Wide Info Management (SWIM) – Segment 2, Common Support Services, Phase 1, Network Enabled Weather (NEW)
2A16X	G08M.03-02	Colorado WAM – MLAT Services
2A17	G02A.01-03	HD Trajectory management – Time Based Flow Management (TBFM) Work Package 2
2A17X2	G02A.01-07	HD Trajectory Mgmt – TBFM – Tech Refresh
2B04	A04.07-01	Terminal Automation Modernization – Replacement (TAMR) – Phase 3, Segment 1

2B04	A04.07-02	Terminal Automation Modernization – Replacement (TAMR) – Phase 3, Segment 2
2B18	G06A.03-01	NextGen – FLEX – Terminal Flight Data Manager (TFDM)
2D02	N03.01-00	Instrument Landing Systems (ILS)
2D06	N09.00-00	Sustain Distance Measuring Equipment (DME)

- **Performance Metric 5:** Achieve a NAS on-time arrival rate of 88.0 percent at Core airports and maintain through FY 2013. (DOT Strategic Metric)

FY 2013 BLI	CIP #	CIP Name
2A06	A05.01-12	TFM-Infrastructure Modernization – Tech Refresh
2A10	A10.03-00	Advanced Technologies and Oceanic Procedures (ATOP)
2A13	G02S.01-01	Automatic Dependent Surveillance – Broadcast (ADS-B) – National Implementation – Segment 1 and 2
2A13X	G02S.01-02	Automatic Dependent Surveillance Broadcast (ADS-B) – Future Segment
2A15	G05A.05-01	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 2
2A15	G05A.05-02	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 3
2A15X	G05A.05-03	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 4
2D10	N04.02-00	Visual Nav aids – Replace Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicator (PAPI)
4A08	M03.02-00	CIP Systems Engineering & Technical Assistance – MITRE

- **Outcome 2:** System capacity, performance and predictability are maintained during adverse weather.
 - **Performance Metric 1:** Improve throughput at core airports during adverse weather by 14 percent by 2018.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 3:** Air navigation infrastructure and associate systems are flexible, reliable, cost effective and secure.
 - **Performance Metric 1:** Increase throughput at core airports by 12 percent to reduce delays by 27 percent using a 2009 operations baseline.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Performance Metric 2:** Maintain operational availability of the National Airspace System (NAS) at 99.7 percent. (DOT Strategic Metric)

FY 2013 BLI	CIP #	CIP Name
1A12H	G06N.01-06	NextGen – Separation Management – Alternative Positioning Navigation and Timing (APNT)
2A03	A01.12-02	En Route Communication Gateway – Technology Refresh

3. Strategic Goal: Delivering Aviation Access

FY 2013 BLI	CIP #	CIP Name
2A04	W02.02-01	NEXRAD – Legacy, Icing & Hail Algorithms
2A04X	W02.02-02	NEXRAD – Service Life Extension Program (SLEP)
2A05	F06.01-00	ARTCC Plant Modernization/Expansion – ARTCC Modernization
2A07	C06.01-00	Communications Facilities Enhancement – Expansion
2A08	S04.02-03	LRR Improvements – Infrastructure Upgrades/Sustain
2A09	C01.02-04	Voice Switching and Control System (VSCS) – Tech Refresh – Phase 3
2A11	C21.01-01 C21.02-01	Next-Generation VHF A/G Communication System (NEXCOM) – Segment 1a and Segment 2 Phase 1 of 2
2A14	W04.03-01	Weather and Radar Processor (WARP) Sustain
2B03	A04.01-01	Standard Terminal Automation Replacement System – Technical Refresh (TAMR Phase 1)
2B03	A04.01-02	Standard Terminal Automation Replacement System – Terminal Enhancements (TAMR Phase 1)
2B05	A01.11-01	Flight Data Input/Output (FDIO) Replacement
2B06	F01.02-00	ATCT/TRACON Replacement
2B07	F01.01-00	ATCT/TRACON Modernization
2B08	C05.02-00	Voice Switches – Terminal Voice Switch Replacement (TVSR) II
2B10	S03.01-09	ASR-9 SLEP – Phase 2 and 3
2B10	S03.01-10	ASR-9 SLEP – Antenna Raises and UPS Establishments
2B11B	S03.02-06	Terminal Radar (ASR) Program – ASR-11 – Mobile Airport Surveillance Radar (MASR)
2B13	G03C.01-01	Networked Facilities – NAS Voice System
2B14	A03.05-01	Integrated Display System (IDS) – Replacement
2B14X	A03.05-02	Integrated Display Systems (IDS) – Replacement – Tech Refresh
2B15A	M07.04-01	Remote Monitoring and Logging System (RMLS) – National Remote Maintenance Monitoring (RMM) Network (NRN)
2B15B	M07.05-01	Automated Maintenance Management System (AMMS)
2B15X	M07.04-02	Remote Monitoring and Logging System (RMLS) – Tech Refresh
2B16	S03.01-08	MODE S SLEP, Phase 2 and 3
2B17	S13.01-01	Surveillance Interface Modernization (SIM)
2B19X	W07.01-02	ITWS – Technical Refresh & Disposition
2C02	F05.04-02	Alaska Flight Service Facility Modernization (AFSFM)
2D01	N06.00-00	Very High Frequency Omni-Directional Range (VOR) Collocated with Tactical Air Navigation (VORTAC)
2D04	N08.02-00	Runway Visual Range (RVR) – Replacement/Establishment
2D09	N04.04-00	Nav aids – Sustain, Replace, Relocate
2E01	F13.01-00	Fuel Storage Tanks
2E02	F12.00-00	FAA Buildings & Equipment Sustain Support – Unstaffed Infrastructure Sustainment
2E03A	M12.00-00	Aircraft Related Equipment Program
2E04	F10.00-00	Airport Cable Loop Systems Sustained Support
2E07	F11.01-01	Power Systems Sustained Support
3A03	M21.04-01	Logistics Center Support System (LCSS)
3A03X	M21.04-02	Logistics Support Systems & Facilities (LSSF) – Logistics Center Support

3. Strategic Goal: Delivering Aviation Access

FY 2013 BLI	CIP #	CIP Name
		System (LCSS) – Technical Refresh
3A05	F24.01-02	Facility and Infrastructure Security Program
3A12	M17.01-01	National Test Equipment Program
3A13	F31.01-01	Mobile Assets Management Program

- **Performance Metric 3:** Organizations throughout the agency will continue to implement cost efficiency initiatives. FY 2013 Target: 90 percent of targeted savings. (FAA Business Planning Metric)

FY 2013 BLI	CIP #	CIP Name
1A0II	M08.46-01	Unified Contracting System
1A0IJ	M29.01-01	Workforce Scheduling Tool
1A02 / 1A03	F14.00-00	System Support Laboratory Sustained Support
1A04	F16.00-00	William J. Hughes Technical Center Building and Plan Support
1A13A	G03M.02-01	NextGen – FAC Integration, Development, and Operations Analysis Cap.
1A13B	G03M.03-01	NextGen – Test Bed Demonstration
2A12	G05C.01-01	System-Wide Information Management (SWIM) – Segment 1
2A12X	G05C.01-04	System Wide Information Management (SWIM) – Segment 2
2B11A	S03.02-04	Terminal Radar (ASR) Program – ASR-11 – Tech Refresh – Segment 1
2B11X	S03.02-05	Terminal Radar (ASR) Program – ASR-11 – Tech Refresh – Segment 2
2D08	A14.02-02	Instrument Flight Procedures Automation (IFPA) – Tech Refresh
2D08X	A14.02-03	Instrument Flight Procedures Automation (IFPA) – Tech Refresh, Segment 2
2E06	F26.01-01	Decommissioning
3A01	F13.02-00	Environmental Cleanup / HAZMAT
3B01	F18.00-00	Aeronautical Center Infrastructure Modernization
3B02	M10.00-00	Distance Learning
4A01A	M03.03-01	Systems Engineering & Development Support – SE2020
4A01B	M08.01-00	Provide ANF/ATC Support (Quick Response)
4A02	M08.06-00	Program Support Leases
4A03	M05.00-00	NAS Regional/Center Logistics Support Services
4A04	F19.00-00	Mike Monroney Aeronautical Center – Leases
4A05A	M22.00-00	NAS Integration Support Contract (NISC)
4A05B	M03.01-02	Configuration Management Automation (CMA)
4A06	M02.00-00	Technical Support Services Contract (TSSC) Program

3. Strategic Goal: Delivering Aviation Access

- **Outcome 4:** NextGen capabilities are fully implemented and utilized based on U.S. aviation community system needs.
 - **Performance Metric 1:** Maintain 90 percent of major system investments within 10 percent variance of current baseline total budget at completion.

FY 2013 BLI	CIP #	CIP Name
1A01F	M47.01-01	Dynamic Capital Planning
4A07	M08.14-00	Resource Tracking Program (RTP)

- **Outcome 5:** Safety, funding, airport infrastructure and environmental issues are advanced and leveraged by full utilization of NextGen capabilities.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 6:** The general aviation airport system supports the full range of functions for remote populations and emergency response capabilities.
 - **Performance Metric 1:** Ensure Localizer Performance with Vertical (LPV) or Localizer Performance (LP) procedures are available at 5,218 runways in the NAS by 2018.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

4. STRATEGIC GOAL: SUSTAINING OUR FUTURE

To develop and operate an aviation system that reduces aviation’s environmental and energy impacts to a level that does not constrain growth and is a model for sustainability.

- **Outcome 1:** U.S. aviation sector is a model for sustainable growth.
 - **Performance Metric 1:** One billion gallons of renewable jet fuel is used by aviation by 2018.
 - **Performance Metric 2:** A replacement fuel for leaded aviation gasoline is available by 2018 that is usable by most general aviation aircraft.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support these Metrics.

- **Performance Metric 3:** Improve NAS energy efficiency (fuel burned per miles flown) by at least 2 percent annually.

FY 2013 BLI	CIP #	CIP Name
1A07E	G06M.02-01	NextGen – Systems Dev – Environment & Energy – Environmental Mgmt Sys & Noise/Emission Reduction
1A07H	G07M.02-02	NextGen – Systems Dev – Operational Assessments

- **Outcome 2:** Community noise concerns are not a significant constraint on growth.
 - **Performance Metric 1:** The U.S. population exposed to significant aircraft noise around airports has been reduced to less than 300,000 persons.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 3:** Aviation emissions do not contribute to significant adverse health impacts.
 - **Performance Metric 1:** Aviation emissions contribute 50 percent less to significant health impacts and are on a trajectory for carbon neutral growth using a 2005 baseline.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 4:** Aviation’s carbon footprint does not become a constraint to growth.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

4.Strategic Goal: Sustaining Our Future

- **Outcome 5:** Aviation operations have no significant adverse effect on water and air quality.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 6:** Airports will be environmentally and economically sustainable.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

5. STRATEGIC GOAL: IMPROVE GLOBAL PERFORMANCE THROUGH COLLABORATION

Goal: Achieve enhanced safety, efficiency, and sustainability of aviation around the world. Provide leadership in collaborative standard setting and creation of a seamless global aviation system.

- **Outcome 1:** Reduce aviation accidents and fatalities worldwide.
 - **Performance Metric 1:** World-wide fatal aviation accident rate declines 10 percent compared to 2010.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 2:** Achieve seamless operations integrating advanced technologies and capabilities through harmonized air navigation approaches.
 - **Performance Metric 1:** None.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 3:** Reduce aviation’s environmental footprint internationally.
 - **Performance Metric 1:** States representing 85 percent of international activity are taking actions to contribute to ICAO’s 2 percent global annual fuel efficiency improvement goal by 2018.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

- **Outcome 4:** Provide effective global air navigation capacity.
 - **Performance Metric 1:** 40 percent of all commercial aircraft from the top 25 aviation states are using fully interoperable NextGen technologies and capabilities by 2018.

FY 2013 BLI	CIP #	CIP Name
		Currently no Capital programs are required to support this Metric.

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