

Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix D

Fiscal Years 2014 – 2018

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APPENDIX D

FAA CAPITAL PROGRAM INFORMATION FOR MAJOR PROGRAMS

Because of the criticality of on-budget and on-time acquisitions to the efficient transition to NextGen, The Government Accountability Office (GAO) was directed to determine the status of ATO's performance in acquiring ATC systems.

In December 2007 the GAO issued its report GAO-08-42 entitled, "AIR TRAFFIC CONTROL FAA Reports Progress in System Acquisitions, but Changes in Performance Measurement Could Improve Usefulness of Information". This report documented the findings and provided recommendations to the FAA.

One recommendation was to identify or establish a vehicle for regularly reporting to Congress and the public on ATO's overall, long-term performance in acquiring ATC systems by providing original budget and schedule baselines for each program and the reasons for any baseline revision. The table provided in this Appendix provides the most current information for FAA's Major Active Programs and is in direct response to the GAO's recommendation.

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**FAA Capital Programs
Current Information for Major Programs**

Programs	Original Baseline			Current Baseline			Current Estimate		Comments
	Original APB Date	Completion Date	Budget \$M	Current APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Automatic Dependent Surveillance Broadcast (ADS-B) Segments 1 & 2 ACAT 1	Aug-07	Sep-14	\$1,681.5	Mar-11	Sep-14	\$1,695.1	Sep-14	\$1,726.2	Current Baseline vs Original Baseline: In Mar-11 the Investment Decision Authority (IDA) approved a baseline schedule replan and strategic decision to incorporate the Colorado WAM, Phase II into the ADS-B baseline. Note: Colorado WAM, Phase II was previously baselined in Dec-09 Current Estimate vs Current Baseline: The increase of \$31.1M to the current baseline (-1.8% variance) is due to a \$6.8M funding earmark in FY 2009 to conduct a Target Level of Safety study to obtain approval for 3 nautical mile separation standards for En Route, another funding earmark of \$9.3M in FY 2008 to accelerate Future Air to Air Applications Development, and an increase of \$15M for ADS-B related modifications for Terminal software. Note: The increase to the current estimate is -0.9% when the funding earmarks are excluded.
Automatic Dependent Surveillance Broadcast (ADS-B) FY14 - 20 ACAT 1	May-12	Sep-20	\$960.4	May-12	Sep-20	\$960.4	Sep-20	\$960.4	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in May-12.
Collaborative Air Traffic Management Technologies (CATMT) Work Package 2 ACAT 3	Sep-08	Sep-14	\$109.5	Sep-08	Sep-14	\$109.5	Sep-14	\$109.5	
Data Communications (Data Comm) Segment 1, Phase 1 ACAT 1	May-12	May-19	\$741.4	May-12	May-19	\$741.4	May-19	\$741.4	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in May-12.

**FAA Capital Programs
Current Information for Major Programs**

Programs	Original Baseline			Current Baseline			Current Estimate		Comments
	Original APB Date	Completion Date	Budget \$M	Current APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
En Route Automation Modernization (ERAM) ACAT 1	Jun-03	Dec-10	\$2,154.6	Jun-11	Aug-14	\$2,484.6	Aug-14	\$2,528.5	<p>Current Baseline vs Original Baseline: The completion date for ERAM has slipped to Aug-14 resulting in a 44 month schedule variance (-49%) to the original baseline. The budget has increased by \$330M (-15.3% variance). The budget and schedule variances are associated with the following factors; (1) project plan did not factor in the risks associated with the operational complexity at the selected sites, (2) Insufficient testing environment failed to identify software issues before deployment to key sites (3) Insufficient communication between the Program office and field sites (4) uneven stakeholder engagement during development/deployment.</p> <p>Current Estimate vs Current Baseline: The increase of \$43.9M to the current estimate (-1.8% variance) is due to including additional 2nd level engineering costs in the F&E budget for FY12 and FY13 (versus Ops budget).</p>
Flight Standards Inspector Aircraft Replacement (FSIAR), Segment 2	Sep-11	Aug-13	\$11.1	Sep-11	Aug-13	\$11.1	Aug-13	\$11.1	
Logistics Center Support System (LCSS) ACAT 2	Apr-10	Feb-14	\$67.4	Feb-12	Feb-14	\$67.4	Feb-14	\$67.4	
Facility Security and Risk Management (FSRM) 2 ACAT 2	Jun-11	Sep-22	\$182.5	Jun-11	Sep-22	\$182.5	Sep-22	\$182.5	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in Jun-11.

**FAA Capital Programs
Current Information for Major Programs**

Programs	Original Baseline			Current Baseline			Current Estimate		Comments
	Original APB Date	Completion Date	Budget \$M	Current APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Next Generation Air-to-Ground Communication System (NEXCOM) - Segment 1A ACAT 2	Sep-98	Sep-08	\$407.6	Dec-05	Sep-13	\$324.7	Sep-13	\$324.7	Current Baseline vs Original Baseline: The schedule extension was due to resource issues to install radios. The decrease in budget is associated with a May-00 JRC decision to reduce the program scope to the acquisition of multimode digital radios.
Next Generation Air-to-Ground Communication System (NEXCOM) - Segment 2, Phase 1 ACAT 2	Sep-11	Sep-18	\$285.9	Sep-11	Sep-18	\$285.9	Sep-18	\$285.9	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in Sep-11.
Regulation and Certification Infrastructure for System Safety (RCISS) - Segment 2 ACAT 3	Oct-10	Sep-16	\$90.7	Oct-10	Sep-16	\$90.7	Sep-16	\$90.7	
Runway Status Lights (RWSL) ACAT 1	Jan-10	Oct-15	\$327.4	Jan-10	Oct-15	\$327.4	Jun-16	\$352.4	Current Estimate vs Current Baseline: The completion date for RWSL has slipped from Oct-15 to Jun-16 resulting in an 8 month schedule delay (-9% variance). The slip in schedule is associated with delays in the start of construction at four airports due to a funding deferral of \$20M beyond FY13. The budget has been projected to increase by \$25M (-7.6% variance) due to changes in construction methods, revised airport requirements, requests for additional light arrays, and construction re-mobilization associated with the FAA furlough (2 week period from Jul-11 to Aug-11).

**FAA Capital Programs
Current Information for Major Programs**

Programs	Original Baseline			Current Baseline			Current Estimate		Comments
	Original APB Date	Completion Date	Budget \$M	Current APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
System Approach for Safety Oversight (SASO) Phase IIa ACAT 3	Sep-08	Sep-13	\$88.0	Sep-08	Sep-13	\$88.0	May-15	\$99.5	Current Estimate vs Current Baseline: The completion date for SASO IIA is estimated to slip 20 months (-33% variance) and budget growth of \$11.5M (-13% variance). (The baseline change decision is planned for FY13 Q4) The variances are associated with revised Business Process rules, the inclusion of additional testing and changes to the implementation strategy.
System Wide Information Management (SWIM) Segment 1 ACAT 2	Jul-09	Sep-15	\$310.2	Jul-09	Sep-15	\$310.2	Sep-15	\$310.2	
System Wide Information Management (SWIM) Segment 2A ACAT 2	Jul-12	Dec-17	\$120.2	Jul-12	Dec-17	\$120.2	Dec-17	\$120.2	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in Jul-12.
Terminal Automation Modernization and Replacement, Phase 3, Segment 1 (TAMR3, S1) ACAT 1	Dec-11	Oct-17	\$438.0	Dec-11	Oct-17	\$438.0	Oct-17	\$438.0	
Terminal Automation Modernization and Replacement (TAMR), Phase 3, Segment 2 ACAT 1	Sep-12	Aug-19	\$462.5	Sep-12	Aug-19	\$462.5	Aug-19	\$462.5	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in Sept-12.
Terminal Automation Modernization and Replacement (TAMR), Phase 1 Tech Refresh and Terminal Enhancements ACAT 1	Sep-12	Feb-20	\$475.4	Sep-12	Feb-20	\$475.4	Feb-20	\$475.4	NOTE: New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in Sep-12.

**FAA Capital Programs
Current Information for Major Programs**

Programs	Original Baseline			Current Baseline			Current Estimate		Comments
	Original APB Date	Completion Date	Budget \$M	Current APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Time Based Flow Management (TBFM) ACAT 3	Apr-10	Nov-14	\$115.0	Apr-10	Nov-14	\$115.0	Nov-14	\$115.0	
Wide Area Augmentation System (WAAS) ACAT 1	Jan-98	Aug-99	\$1,006.6	May-09	Sep-13	\$3,008.1	Sep-13	\$3,008.1	Current Baseline vs Original Baseline: Budget was increased due to satellite communications moving to the F&E appropriation from O&M and to extend the life cycle of the baseline. The schedule was extended to meet system specification and user requirements.

**FAA Capital Programs
Major Programs with Completed Acquisition Phase**

Programs	Original Baseline			Current Baseline			Actual Results		Comments
	Original APB Date	Completion Date	Budget \$M	Current APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Instrument Flight Procedures Automation (IFPA) ACAT 2	Sep-06	Sep-11	\$50.8	Apr-10	Sep-12	\$50.8	Sep-12	\$50.8	The program was completed in Sep-12 with Initial Operating Capability (IOC) of Instrument Procedures Development System (IPDS) Module 2.
International Flight Inspector Aircraft (IFIA) ACAT 2	Dec-03	Aug-09	\$27.4	Dec-03	Aug-09	\$27.4	May-12	\$33.7	The program was completed in Sep-12 with achievement of Full Operating Capability (FOC) on the last 2 aircraft to support NextGen Flight Inspection requirements.