BRAND NEW AIR TRAFFIC CONTROL SYSTEM

By replacing the current air traffic control system, the FAA will enhance safety in the sky, reduce delays, and unlock the future of air travel. The project also ensures hard-working air traffic controllers have a system they can rely on and one they deserve. To meet the ambitious goal of implementing a brand-new air traffic control system by the end of 2028, the DOT and FAA expedited the procurement process and crafted an innovative, first-of-its-kind contract that will incentivize results and hold the Prime Integrator accountable for any missed deadlines and performance issues.

What are we doing?

• The FAA will deliver a brand-new state-of-the-art air traffic control system by the end of 2028
• This new system will replace outdated infrastructure including radar, software, hardware and telecommunications networks to manage modern travel
• Project consists of five main categories
      o Communications
      o Surveillance
      o Automation
      o Facilities
      o Alaska

Why are we doing it?

• Our system is safe but to maintain safety, we slow flights when equipment failures occur
• Flight-delay minutes due to equipment issues in 2025 are about 300 percent higher than the average from 2010-2024.
• BNATCS will provide new and more reliable systems that will reduce equipment-related delays throughout the National Airspace System (NAS)

By the numbers:

• **5,170** new high speed network connections on fiber, satellite, and wireless
• **27,625** new radios
• **462** new digital voice switches
• **612** state of the art radars
• **44** airports will have new replacement surface radars
• **200** airports will have Surface Awareness Initiative surveillance technology
• **89** airports will have new Terminal Flight Data Manager tools
• **435** air traffic control towers will have new Enterprise Information Display Systems
• **113** air traffic control towers will have new Tower Simulation Systems
• **1** new consolidated Air Route Traffic Control Center (first new one since the 1960s)
• **110** additional weather stations in Alaska
• **64** more weather camera sites in Alaska
• **1** new consolidated Terminal Radar Approach Control

What will the Integrator do?

- A single integrator will manage this effort, optimizing workflows which include acquiring capabilities and deploying the new technologies
- Responsible for managing this massive project and delivering it on time without disruptions to the NAS
- FAA held a competitive bid process and conducted rigorous technical evaluations of proposals
- Evaluation factors included experience, cost and track record
- Peraton has a long track record of successfully completing major system integration projects

How is the contract structured?

- To reward good performance and penalize poor performance with significant financial outcomes
- Integrator's profit is directly tied to its performance achievement outcomes
- FAA will post a contract summary on sam.gov

How will the FAA evaluate performance?

- An Executive Steering Committee of senior DOT and FAA officials will oversee the Integrator's performance
- Will evaluate the Integrator on schedule and quality
- Includes measurable improvements in NAS performance, cost control, and management including communicating with stakeholders

What are the priorities?

- All the work is critical to ensure the safe continuity of the NAS. Telecommunications, however, is one of the top priorities since it connects the NAS together
- Much of the work will occur simultaneously across the country
- The FAA has not been waiting for the Integrator. It has already begun implementation and has replaced over one-third of copper with high-speed digital fiber

Where is the funding from?

- Congress, through the One Big Beautiful Bill, made a historic $12.5 billion investment in the BNATCS which enabled the FAA to bring on the Integrator and accelerate existing efforts
- Additional funding will be necessary to complete the entire BNATCS program
     - o $12.5 billion down payment – need additional $20 billion