Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix A

Fiscal Years 2008 – 2012

APPENDIX A

GOAL MATRIX

The Capital Investment Plan (CIP) projects have been aligned to the goals, objectives, and performance targets in the Federal Aviation Administration (FAA) Flight Plan 2007-2011 and the Department of Transportation's (DOT) strategic plan. Many FAA projects will contribute to more than one goal, objective, or performance target. The project linkages in Appendix A are aligned to the goal, objective, and performance target where its contribution is most significant. Only CIP projects with Fiscal Year (FY) 2008-2012 funding are included in this Appendix.

For clarification, the following definitions generally describe the elements of the FAA Flight Plan 2007-2011 and can be used to relate the objectives and performance targets to the CIP projects.

BLI numbers with an X (i.e., 1A09X) are used to designate programs/projects that are not in the FY 2008 President's Budget (Facilities & Equipment). Accordingly, their inputs are reflected as follows:

- Programs/projects representing new starts or future programs not currently in the President's budget will report future year Performance Output Goals based on projected funding.

STRATEGIC GOAL

A general statement of the broad agency purpose in carrying out its mission, such as: "To achieve the lowest possible accident rate and constantly improve safety."

OBJECTIVE

A statement of a specific emphasis area that will contribute to the overall goal, such as: "Reduce the commercial airline fatal accident rate."

PERFORMANCE TARGET

A quantifiable measure of the improvement in a goal area that sets a target for specific improvements in outcomes that affect FAA customers, such as: "Maintain the three-year rolling average fatal accident rate below 0.010 per 100,000 departures".

1. STRATEGIC GOAL: INCREASED SAFETY

FAA Strategic Goal: To achieve the lowest possible accident rate and constantly improve safety.

- **FAA Objective 1:**   Reduce the commercial airline fatal accident rate.

    – **FAA Performance Target 1:**   Maintain the three-year rolling average fatal accident rate below 0.010 per 100,000 departures.

FY 2008 BLI	CIP #	CIP Name
1A01L	N12.02-01	Local Area Augmentation System (LAAS) – ATDP
1A01LX	N12.02-00	Local Area Augmentation System (LAAS)
1A01M	A28.01-01	Traffic Collision & Avoidance System (TCAS)
2A20	M08.10-00	Volcano Monitoring
2B02	W03.03-01	Terminal Doppler Weather Radar (TDWR) – SLEP
2D05	N04.03-00	Approach Lighting System Improvement Program (ALSIP) Continuation
2D07	N04.01-00	Visual Navaids - Visual Navaids for New Qualifiers
2E04A	M12.00-00	Aircraft Related Equipment Program
2E04B	M12.01-01	Aircraft Related Equipment – Boeing Simulator Replacement
2E10	M11.02-00	Flight Standards Inspector Aircraft Replacement
2E12X	M11.03-00	International Flight Inspection Aircraft – Bombardier Challenger Purchase
3A02	A17.00-00	Aviation Safety Analysis System (ASAS)
3A08	A25.01-00	System Approach for Safety Oversight (SASO)
3A09	A26.01-00	Aviation Safety Knowledge Management Environment (ASKME)
4A10B	A08.01-01	NOTAMS Infrastructure / Distribution (NOTAM Distribution Program (NDP))

- **FAA Objective 2:**   Reduce the number of fatal accidents in general aviation.

    – **FAA Performance Target 1:**   By FY 2009, reduce the number of general aviation and nonscheduled Part 135 fatal accidents to no more than 319 (from 385, which represents the average number of fatal accidents for the baseline period of 1996-1998).

FY 2008 BLI	CIP #	CIP Name
1A03	C20.03-00	Aeronautical Data Link – Flight Information Service (FIS)
2D03A	N12.01-00 N12.01-05	Wide Area Augmentation System (WAAS) – LPV Segment and GLS Segment
2D03B	N12.01-06	Wide Area Augmentation System (WAAS) – Survey and Procedures
4A10A	A08.01-00	NAS Airspace System Resources – NAS Aeronautical Information Management Enterprise System (NAIMES)

– **FAA Performance Target 2:** By FY 2009, reduce accidents in Alaska for general aviation and all Part 135 operations from the 2000-2002 average of 130 accidents per year to no more than 99 accidents per year.

FY 2008 BLI	CIP #	CIP Name
1A01I	W10.01-00	Juneau Airport Wind System (JAWS), Alaska Weather Research
1A02A	M36.01-00	Safe Flight 21 – Alaska Capstone Initiative
1A02B	M08.31-00	Alaska MIH & Video Equipment – Alaska Weather Cameras
2C02	F05.04-01	Flight Services Facilities – Alaska FSS Modernization

- **FAA Objective 3:** Reduce the risk of runway incursions.

  – **FAA Performance Target 1:** By FY 2010, reduce Category A and B (most serious) runway incursions to a rate of no more than 0.450 per million operations and maintain through FY 2011.

FY 2008 BLI	CIP #	CIP Name
1A01A	S09.02-00	Runway Incursion Reduction Program (RIRP) – ATDP
2B01	S09.01-00	Airport Surface Detection Equipment – Model X
2B01X	S09.01-01	Airport Surface Detection Equipment – Model X – Tech Refresh & Disposition
2B14	S11.01-01	Runway Status Lights (RWSL)

- **FAA Objective 4:** Ensure the safety of commercial space launches.

  – **FAA Performance Target 1:** No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

- **FAA Objective 5:** Enhance the safety of FAA's air traffic systems.

  – **FAA Performance Target 1:** By FY 2010, reduce Category A and B (most serious) operational errors to a rate of no more than 3.18 per million activities.

FY 2008 BLI	CIP #	CIP Name
1A01E	M08.28-02	Airspace Management Lab – ATDP

  – **FAA Performance Target 2:** By FY 2010, apply Safety Risk Management to at least 22 significant changes in the NAS

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

** END OF INCREASE SAFETY STRATEGIC GOAL**

2. STRATEGIC GOAL: GREATER CAPACITY

FAA Strategic Goal: Work with local governments and airspace users to provide increased capacity in the United States airspace system that reduces congestion and meets projected demand in an environmentally sound manner.

- **FAA Objective 1:** Increase capacity to meet projected demand and reduce congestion.

    - **FAA Performance Target 1:** Achieve an average daily airport capacity of 104,338 arrivals and departures per day by FY 2008 and maintain through FY 2011 at the 35 OEP airports.

FY 2008 BLI	CIP #	CIP Name
1A01B	M08.28-00	System Capacity, Planning, and Improvements – ATDP
1A01C	M08.29-00	Operations Concept Validation – ATDP
1A01D	M08.27-01	NAS Wide Weather Requirements & Strategic Planning
1A01F	M08.28-04	Airspace Redesign – ATDP
1A01J	M08.36-01	Wake Turbulence Research
1A05	A24.03-00	Traffic Management Advisor (TMA) – Single Center
1A11	W11.01-01	NextGen Weather – NextGen Network Enabled Weather (NNEW)
1A12	C27.01-01	NextGen Data Communications
2A01	A01.10-01	En Route Automation Modernization (ERAM)
2A01X	A01.10-02	En Route Automation Modernization (ERAM) – Tech Refresh
2A03	A01.09-01	En Route Automation Program – En Route System Modification
2A11	W07.01-00	Integrated Terminal Weather System (ITWS) – ITWS Development/Procurement/ Pre-Planned Product Improvements
2A15	W07.02-00	Corridor Integrated Weather System (CIWS)
2A21X	W12.01-01	General Weather Processor (GWP)
2B13	S08.01-01	Precision Runway Monitor (PRM) – Multilateration Technology
2D02	N03.01-00	Instrument Landing Systems (ILS) – Instrument Landing Systems (ILS)
2D06	N09.00-00	Distance Measuring Equipment (DME)

    - **FAA Performance Target 2:** Commission as many as six new runway projects, increasing the annual service volume of the 35 OEP airports by at least 1 percent annually, measured as a five-year moving average, through FY 2011.

FY 2008 BLI	CIP #	CIP Name
2B18	F02.11-01	Houston Area Air Traffic System (HAATS)

– **FAA Performance Target 3:** Sustain adjusted operational availability at 99.7 percent for the reportable facilities that support the 35 OEP airports through FY 2011.

FY 2008 BLI	CIP #	CIP Name
1A04	C21.01-01	Next-Generation VHF A/G Communication System (NEXCOM) – Segment 1A
1A04X	C21.01-02	Next-Generation VHF A/G Communication System (NEXCOM) – Segment 1B
1A04X	C21.02-01	Next-Generation VHF A/G Communication System (NEXCOM) – Segment 2 & 3
2A02	A01.12-02	En Route Communication Gateway (ECG) – Technology Refresh
2A04	W02.02-00	Next Generation Weather Radar (NEXRAD) – Open System Upgrades
2A05	F06.01-00	ARTCC Plant Modernization/Expansion – ARTCC Modernization
2A07	C06.01-00	Communications Facilities Enhancement – Expansion
2A07	C06.03-00	Communications Facilities Enhancement – Air/Ground Communications RFI Elimination
2A07	C06.04-00	Communications Facilities Enhancement – UHF Replacement
2A07	C04.01-01	Radio Control Equipment (RCE) – Modernization
2A08	S02.03-00	Secondary Surveillance – ATC Beacon Interrogator (ATCBI) Replacement
2A08	S02.03-02	Air Traffic Control Beacon Interrogator (ATCBI-6) – Beacon Only Buildings
2A09	S04.02-03	Long Range Radar (LRR) Program – LRR Improvements – Infrastructure Upgrades/Sustain
2A10	C01.02-03	Voice Switching and Control System (VSCS) – Tech Refresh – Phase 2
2A16	F08.01-01	San Juan Facility Remediation
2B03	A04.01-01	Standard Terminal Automation Replacement System – Technology Refresh
2B03	A04.01-02	Standard Terminal Automation Replacement System – Terminal Enhancements
2B04	A04.05-00	Terminal Automation Modernization Replacement (TAMR) – Phase 2
2B04X	A04.05-02	Terminal Automation Modernization Replacement (TAMR) – Phase 2 Tech Refresh
2B04X	A04.07-01	Terminal Automation Modernization Replacement (TAMR) – Phase 3
2B05	A01.11-01	Flight Data Input/Output (FDIO) Replacement
2B06	F01.02-00	ATCT/TRACON Establish/Sustain/Replace – ATCT/TRACON Replacement
2B07A	F01.01-00	ATCT/TRACON Establish/Sustain/Replace – ATCT/TRACON Modernization
2B08	C05.02-00	Terminal Voice Switch Replacement (TVSR)
2B10	S03.01-04	ASR-9/Mode S – Service Life Extension Program – Phase 1A – External Modifications
2B10	S03.01-05	ASR-9/Mode S – Service Life Extension Program – Phase 1B – Transmitter Modifications
2B11	S03.02-01	Terminal Digital Radar (ASR-11) – ASR-7/ASR-8 Replacement, DOD Takeover, New Establishments

FY 2008 BLI	CIP #	CIP Name
2B11	S03.02-04	Terminal Radar (ASR) Program – ASR-11 – Tech Refresh
2B12	F04.01-00	DOD/FAA ATC Facility Transfer/Modernization – Original Program
2B15	C05.03-01	NAS Voice Switch
2B16	W09.01-00	ASR Weather Systems Processor (ASR-WSP) – Technology Refresh / Product Improvement
2B17	C23.01-00	Next Generation Recorders – Voice Recorder Replacement Program (VRRP)
2C01	W01.02-02	Automated Surface Observing System (ASOS) – Pre-Planned Product Improvements (P3I)
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	Visual Navaids – Sustain, Replace, Relocate
2E02A	F12.00-00	Improve FAA Buildings & Equipment Sustain Support – Unstaffed Infrastructure Sustainment
2E02B	F12.01-01	Seismic Safety Risk Mitigation
2E03	M08.04-00	Air Navigation Aids Facilities – Local Projects
2E06	F10.00-00	Airport Cable Loop Systems Sustained Support
2E07	C17.02-01	Alaskan NAS Interfacility Communications System (ANICS) Satellite Network – ANICS Modernization – Phase I
2E09	F11.00-00	Power Systems Sustained Support
3A04	M17.00-00	Test Equipment Modernization/Replacement
4A02	M08.06-00	Program Support Leases
4A06A	M15.01-00	NAS Spectrum Engineering Management – NAS Spectrum Engineering Sustained Support
4A06A	M15.02-00	NAS Spectrum Engineering Management – Frequency Interference Support/Resolution
4A06B	M43.01-00	NAS Spectrum Engineering Management – National Airspace System Interference Detection, Locating and Mitigation (NAS IDLM)

- **FAA Performance Target 4:** By FY 2009, achieve an average daily airport capacity for the seven major metropolitan areas of 64,117 arrivals and departures per day and maintain through FY 2011.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

- **FAA Objective 2:** Increase reliability and on-time performance of scheduled carriers.

  - **FAA Performance Target 1:** By FY 2011, achieve an 88.76 percent on-time arrival for all flights arriving at the 35 OEP airports, equal to no more than 15 minutes late due to NAS related delays.

FY 2008 BLI	CIP #	CIP Name
1A13	M49.01-01	NextGen Demonstration & Infrastructure Development
2A06	A05.01-06	Air Traffic Management (ATM) – TFM Infrastructure – Infrastructure Modernization
2A06	A05.01-10	Collaborative Air Traffic Management Technologies (CATMT)

FY 2008 BLI	CIP #	CIP Name
1A10	S10.04-01	Automatic Dependent Surveillance Broadcast (ADS-B) – National Implementation Segment 1a
1A10X	S10.05-01	Automatic Dependent Surveillance Broadcast (ADS-B) – National Implementation Segment 1b
1A10X	S10.06-01	Automatic Dependent Surveillance Broadcast (ADS-B) – National Implementation Phases 2-4
2A06	A05.05-01	Route Availability Planning Tool (RAPT)
2A06x	A05.03-06	Air Traffic Management – Functionality Development / Deployment – Departure Sequencing Program (DSP)
2A13	A10.03-00	Advanced Technologies and Oceanic Procedures (ATOP)
2A17	A30.01-01	Military Operations
2D10	N04.02-00	Visual Navaids – Replace Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicator (PAPI)
4A09	M03.02-00	CIP Systems Engineering & Technical Assistance – MITRE

- **FAA Objective 3:** Address environmental issues associated with capacity enhancements.

  – **FAA Performance Target 1:** Reduce the number of people exposed to significant noise by 1 percent per year through FY 2011, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

  – **FAA Performance Target 2:** Improve aviation fuel efficiency per revenue plane-mile by 1 percent per year through FY 2011, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

END OF GREATER CAPACITY STRATEGIC GOAL

3. STRATEGIC GOAL: INTERNATIONAL LEADERSHIP

FAA Strategic Goal: Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner.

- **FAA Objective 1:**   Promote improved safety and regulatory oversight in cooperation with bilateral, regional, and multilateral aviation partners.

  - **FAA Performance Target 1:**   Work with the Chinese aviation authorities and industry to adopt 27 proven Commercial Aviation Safety Team (CAST) safety enhancements by FY 2011.

  - **FAA Performance Target 2:**   Conclude at least eight (new or expanded) bilateral safety agreements that will facilitate an increase in the ability to exchange aviation products and services by FY 2011.

  - **FAA Performance Target 3:**   Secure a yearly increase of 20 percent in external funding for international aviation activities from the United States and international government organizations, multilateral banks, and industry. FY 2007 target is $12 million.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support these Targets

- **FAA Objective 2:**   Promote seamless operations around the globe in cooperation with bilateral, regional, and multilateral aviation partners.

  - **FAA Performance Target 1:**   By FY 2011, expand the use of Next Generation Air Transportation System (NextGen) performance-based systems to five priority countries.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

END OF INTERNATIONAL LEADERSHIP STRATEGIC GOAL

4. STRATEGIC GOAL: ENVIRONMENTAL STEWARDSHIP

DOT Outcome: Reduce pollution and other adverse effects of transportation and transportation facilities.

- **DOT Strategy:**   Adopt transportation policies and promote technologies that reduce or eliminate environmental degradation.

FY 2008 BLI	CIP #	CIP Name
2E01	F13.01-00	NAS Facilities OSHA & Environmental Standards Compliance – Fuel Storage Tanks
3A01	F13.02-00	NAS Facilities OSHA & Environmental Standards Compliance – Environmental Cleanup / HAZMAT

END OF ENVIRONMENTAL STRATEGIC GOAL

5. STRATEGIC GOAL: HOMELAND AND NATIONAL SECURITY

DOT Outcome: Balance homeland and national security transportation requirements with the mobility needs of the Nation for personal travel and commerce.

• **DOT Strategy:**   Support and implement U.S. security strategies and plans related to transportation.

FY 2008 BLI	CIP #	CIP Name
2A18	A29.01-01	Automated Detection & Processing Terminal (ADAPT)
3A05	C18.00-00	National Airspace System Recovery Communications (RCOM) – Command & Control Communications (C3)
3A06	F24.00-00	Facility Security Risk Management (FSRM)
3A07	M31.00-00	NAS Information Security – Information Systems Security
3A10	M31.02-01	Logical Access/Identity Management

END OF SECURITY STRATEGIC GOAL

6. STRATEGIC GOAL: ORGANIZATIONAL EXCELLENCE

FAA Strategic Goal: Ensure the success of the FAA's mission through stronger leadership, a better trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

• **FAA Objective 1:**   Make the organization more effective with stronger leadership, increased commitment of individual workers to fulfill organization-wide goals, and a better prepared, better trained, safer, diverse workforce.

   – **FAA Performance Target 1:**   Increase Employee Attitude Survey scores in the areas of management effectiveness and accountability by at least 6 percent, over the FY 2003 baseline by FY 2011.

   – **FAA Performance Target 2:**   By FY 2011, reduce the time it takes to fill mission-critical positions by 7 percent (to 51 days) over the FY 2006 baseline of 55 days.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support these Targets

   – **FAA Performance Target 3:**   Reduce the total workplace injury and illness case rate to no more than 2.76 per 100 employees by the end of FY 2007, representing a cumulative 3 percent annual reduction from the FY 2003 baseline (3.12) set in the Safety, Health and Return to Employment (SHARE) Presidential Initiative.

FY 2008 BLI	CIP #	CIP Name
2B09	F13.03-00	Fire Life Safety for Air Traffic Control Tower and Environmental and Occupational Safety and Health Compliance

– **FAA Performance Target 4:** Reduce grievance processing time by 25 percent by FY 2010, and maintain through FY 2011.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

– **FAA Performance Target 5:** Maintain air traffic controller annual hiring within 5 percent of the Air Traffic Controller Workforce Hiring Plan

FY 2008 BLI	CIP #	CIP Name
3B02	M20.00-00	National Airspace System (NAS) Training – Equipment Modernization
3B04	M20.01-00	NAS Training – Equipment Modernization – Training Simulators

- **FAA Objective 2:** Improve financial management while delivering quality customer service.

    – **FAA Performance Target 1:** Close out 85 percent of eligible cost reimbursable contracts during each fiscal year.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

    – **FAA Performance Target 2:** Organizations throughout the agency will continue to implement cost efficiency initiatives including, but not limited to:

    Strategic sourcing for selected products and services;

    Consolidating facilities and services, such as service areas, real property management, help desks, and web services;

    Eliminating or reducing obsolete technology;

    Implementing Environmental Management Systems.

FY 2008 BLI	CIP #	CIP Name
1A01K	M45.01-01	Enterprise Solutions
2A19	F28.01-01	ATCSCC – Infrastructure Planning
1A06/ 1A07	F14.00-00	System Support Laboratory Sustained Support
1A08	F16.00-00	William J. Hughes Technical Center Infrastructure Sustainment
1A09	A31.01-01	System-Wide Information Management (SWIM)
2A12	C26.01-00	FAA Telecommunications Infrastructure (FTI)
2A14	M29.00-00	ATOMS Local Area/Wide Area Network
2B07B	F02.10-00	Large TRACONs – Advanced Facility Planning
2D08	A14.02-01	Instrument Flight Procedures Automation (IFPA)
2E05	F17.01-01	Computer Aided Engineering Graphics (CAEG) – Modernization
2E08	F26.01-01	Decommissioning
2E11	F13.04-01	Energy Cost Savings – ATDP
3A03	M21.04-01	Logistics Support Systems & Facilities (LCSS)
3B01	F18.00-00	Aeronautical Center Infrastructure Modernization

FY 2008 BLI	CIP #	CIP Name
3B03	M10.00-00	Distance Learning
4A01A	M03.01-00	CIP Systems Engineering & Technical Assistance – SETA and Other Contractors
4A01B	M08.01-00	Provide ANF/ATC Support (Quick Response)
4A01C	M03.01-01	Web Configuration Management
4A03	M05.00-00	NAS Regional/Center Logistics Support Services
4A04	F19.00-00	Mike Monroney Aeronautical Center – Leases
4A05A	M22.00-00	NAS Implementation Support (NIS)
4A05B	M22.01-01	NAS Implementation Support (NIS) – Configuration Management
4A07	M02.00-00	Technical Support Services (TSS)
4A11	M51.01-01	Terminal Permanent Change of Station (PCS) Moves

- **FAA Performance Target 3:** Obtain an unqualified opinion on the agency's financial statements (clean audit with no material weaknesses) each fiscal year.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

- **FAA Objective 3:** Make decisions based on reliable data to improve our overall performance and customer satisfaction.

  - **FAA Performance Target 1:** By FY 2008, 90 percent of major system acquisition investments are within 10 percent of annual budget, and maintain through FY 2011.

FY 2008 BLI	CIP #	CIP Name
1A01G	M46.01-01	Strategy and Evaluation – ATDP
1A01H	M47.01-01	Dynamic Capital Planning

  - **FAA Performance Target 2:** By FY 2008, 90 percent of major system acquisition investments are on schedule and maintain through FY 2011.

FY 2008 BLI	CIP #	CIP Name
4A08	M08.14-00	Resource Tracking Program (RTP)

  - **FAA Performance Target 3:** Increase agency scores on the American Customer Satisfaction Index.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

  - **FAA Performance Target 4:** Achieve zero cyber security events that disable or significantly degrade FAA services.

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Target

- **FAA Objective 4:** Enhance our ability to rapidly and effectively respond to crises, including security related threats and natural disasters .

  - **FAA Performance Target 1:** None

FY 2008 BLI	CIP #	CIP Name
None	None	Currently no Facilities & Equipment projects are required to support this Objective

END OF ORGANIZATIONAL EXCELLENCE STRATEGIC GOAL