Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix D

Fiscal Years 2013 – 2017

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

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	**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. **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).
Flight Standards Inspector Aircraft Replacement (FSIAR), Segment 2 ACAT 2	Sep-11	Aug-13	$11.1	Sep-11	Aug-13	$11.1	Aug-13	$11.1	**NOTE:** New Addition to Appendix D. Final Investment Decision (FID) approved by JRC in Sept-11.
International Flight Inspection Aircraft (IFIA) ACAT 2	Dec-03	Aug-09	$27.4	Dec-03	Aug-09	$27.4	May-12	$33.7	**Current Estimate vs Current Baseline:** The completion date for IFIA has slipped to May-12 resulting in a -33 month schedule variance and the budget has increased by $6.3M. These budget and schedule variances are associated with the second and third aircraft and are due to: (1) contract option exercised two years later than planned due to a delay in appropriations; (2) purchase of a different model of the aircraft (costlier with a different configuration) than planned because the original model had been phased out; and (3) much lower trade-in value than was planned for the aircraft being replaced.

	Original Baseline			Current Baseline			Current Estimate		
FAA Capital Programs **Current Information for Major Programs**									
Programs	Original APB Date	Completion Date	Budget $M	Current APB Date	Revised Completion Date	Revised Budget $M	Completion Date	Budget $M	Comments
Instrument Flight Procedures Automation (IFPA) ACAT 2	Sep-06	Sep-11	$50.8	Apr-10	Sep-12	$50.8	Sep-12	$50.8	**Current Baseline vs Original Baseline:** The schedule extension was due to expanded technical requirements and criteria changes. These additional requirements for geodetic modeling (full ellipsoidal) and change in criteria affected the Instrument Procedure Development System (IPDS), Instrument Flight Procedures (IFP), and Automated Process Tracking System (APTS) components of IFPA. In Apr-10, the JRC approved the schedule rebaseline associated with the TERPS Criteria Changes.
Logistics Center Support System (LCSS) ACAT 2	Apr-10	Feb-14	$67.4	Apr-10	Feb-14	$67.4	Feb-14	$67.4	
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.
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	

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	
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).
System Approach for Safety Oversight (SASO) Phase IIa ACAT 3	Sep-08	Sep-13	$88.0	Sep-08	Sep-13	$88.0	Sep-14	$88.0	**Current Estimate vs Current Baseline:** The completion date for SASO IIA is projected to slip 12 months. The schedule variance is associated with the initial development of the prototype.
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	
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	NOTE: New addition to Appendix D. Final Investment Decision (FID) approved by JRC in Dec-11.
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								
	Original Baseline			Current Baseline			Actual Results		
Programs	Original APB Date	Completion Date	Budget $M	Current APB Date	Revised Completion Date	Revised Budget $M	Completion Date	Budget $M	Comments
Airport Surface Detection Equipment - Model X (ASDE-X) ACAT 1	Sep-01	Jan-07	$505.2	Sep-05	May-11	$550.1	Jul-11	$550.1	The program completed in Jul-11 with the ORD at Memphis, the 35th airport. The two month increase in schedule duration (-1.6% variance) was entirely due to a delay in commissioning of the new ATCT at Memphis International Airport. The IOC and subsequent ORD of the ASDE-X system at Memphis was delayed until the new ATCT was commissioned on Jun-11 and the air traffic controllers moved into the facility. **NOTE:** 18 out of the 21 systems that were part of Administrators "Call to Action" to accelerate the ASDE-X deployment which was agreed to by the JRC in Oct-07 achieved IOC either at or before the planned accelerated date.
Air Traffic Control Beacon Interrogator Replacement (ATCBI-6) ACAT 3	Aug-97	Sep-04	$282.9	May-08	Sep-11	255.1	Nov-11	255.1	Santa Fe (SAF) the 138th site in the ATCBI-6 program waterfall schedule achieved ORD in Nov-11. The two month increase (-1.3% schedule variance) to the Sep-11 baseline completion date is primarily due to the FAA furlough (Two week period, Jul-11 to Aug-11), key personnel were made unavailable before the ATCBI-6 systems electronics installation was complete.
Traffic Flow Management (TFM) - Infrastructure/Collaborative Air Traffic Management Technologies (CATMT) Work Package 1 ACAT 2	Aug-05	Apr-10	$398.1	Aug-05	May-11	$398.1	Jun-11	$398.1	TFMS Release 5, which contained the last segment of new TFM functionality developed by CATMT WP1, was deployed on June 4, 2011.

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