

## Target CY Decision Point Report

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Name: [36] Final Investment Decision (FID) for migration of PRM to PRM-R

State: Active

High Priority? No

Planning / Placeholder? No

Description: Since Precision Runway Monitor (PRM) systems are relatively expensive to procure and maintain multilateration (MLAT) technology is being looked at as an alternative. This is the first step toward the decision for migration of PRM to PRM-Replacement (PRM-R). For FY 2008, funding was requested to support parallel runway operations at Detroit International Airport (KDTW) using a MLAT sensor with PRM capability. This funding will be utilized: to complete the design, testing, and commissioning of the KDTW system and to complete the construction, infrastructure support, and installation for the MLAT system at KDTW. The funding was approved with a combined JRC 2A and 2B decision by the ATO EC on/about 30 May 2007 for NAS CIP Project S08.01-01 Precision Runway Monitor (PRM)-Multilateration Technology.

Target CY Date: 2013 Q4

Decision Type: Final Investment Decision (FID)

Required Activities: Operational evaluations at test site; Validation of requirements.

System Impacts:

1. Approval would lead to replacement of existing PRM Electronic Scan systems with PRM-Replacement using multilateration technology.
2. Approval supports implementation of Closely Spaced Parallel Approach (CPSA) operations.
3. PRM-R offers lower cost approach to implement parallel runway monitoring for Closely Spaced Parallel Approach (CPSA) operations.

Legacy Systems Affected: PRM, MLAT

Approving Authority: Joint Resource Council

Lead Organization: Surveillance Systems & Sensor Programs

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Airport  
Facilities  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: SURV-04

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 36 / 39

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Name: [58] Staffed NextGenTower final investment decision

State: Deleted

Decision Date:

Authorized By:

Notes:

High Priority? Yes

Planning / Placeholder? No

Description: Automation will be required to support the goal of staffing Next Generation Air Traffic Control System towers

Target CY Date: 2013

Decision Type: Final Investment Decision (FID)

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: TDDS, TFDM

Approving Authority: None Assigned

Lead Organization: ATO-T

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009

ID / Revision: 58 / 13

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Name: [68] Strategy Decision to support NASE integration with AIM

State: Deleted

Decision Date: 18-Dec-2012

Authorized By: JRC

Notes: Updated to reflect approved Infrastructure Roadmaps version 7.0

High Priority? No

Planning / Placeholder? No

Description: Continuing on the AIM Modernization and Consolidation efforts

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: Analysis to support the integration of the NASE functional requirements

System Impacts: NONE

Legacy Systems Affected: NASE, AIM

Approving Authority: Executive Council

Lead Organization: Aeronautical Information Management Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 20-Jan-2012

ID / Revision: 68 / 16

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Name: [70] Final Investment Decision (FID) for the Acquisition of CAT II/III Ground Based Augmentation System (GBAS)

State: Deleted

Decision Date: 18-May-2011

Authorized By: Nav RM Lead

Notes: GBAS was removed from the roadmap and returned to R&D

High Priority? No

Planning / Placeholder? No

Description: This issue is what FAA's responsibilities should be regarding the provision of Category (CAT) II and CAT III precision approach services. The FAA's GBAS system is called the Local Area Augmentation System (LAAS). Development work for CAT II and III GBAS-based services should be completed in 2012. The decision whether there will be a federal procurement of the LAAS will be made at that time.

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: Statutory changes

System Impacts: If CAT II/III ILS and lighting systems are not divested, they will require sustainment/ replacement  
Final Investment Decision (FID) for the Acquisition of CAT II/III Ground Based Augmentation System (GBAS)

Legacy Systems Affected: ILS, LAAS, Lighting Systems

Approving Authority: Joint Resource Council

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: Technical Operations Navigation Services Office

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 70 / 27

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Name: [73] Approve En Route Automation Release 6 package contents

State: Deleted

Decision Date:

Authorized By:

Notes:

High Priority? No

Planning / Placeholder? No

Description: TO BE DELETED

Target CY Date: 2013

Decision Type: Legacy

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: ERAM

Approving Authority: None Assigned

Lead Organization: ATO-E

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 22-Aug-2008

ID / Revision: 73 / 5

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Name: [86] Initial Investment Decision (IID) for NWP WP1

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: This Initial Investment Decision (IID) for NWP WP1 will determine alternatives for incorporating up to eight hour forecasts and Convective Weather Avoidance Model (CWAM) - Weather Avoidance Fields (WAF) in replacement of the prototype CIWS using CoSPA techniques and WARP RAMP Mosaics

Target CY Date: 2013 Q1

Decision Type: Initial Investment Decision (IID)

Required Activities: AJW-4 workups with assist from ATO-P (SE & Avn Wx Ofc) in preparation for IID and provide briefings to EC/JRC

System Impacts: Continuation of WARP functionality - e.g., dissemination of (1) products to TMUs, (2) constructing NEXRAD mosaics to ATC on DSR, (3) sharing of products among various ARTCCs & ATCSCC, (4) WINS functionality to NNEW for dissemination and (5) ingesting & disseminating model data, MDCRS & AWC products (FBWTG) as well as NNEW functionality (4D Wx Cube/SAS, etc)

Legacy Systems Affected: WARP

Approving Authority: Joint Resource Council

Lead Organization: Aviation Weather & Aeronautical Services Programs

Supporting Orgs: New Weather Capabilities Group  
Weather Processors Group  
Technical Operations Navigation Services Office

Primary Roadmap: Weather

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: WX-01  
WX-06  
WX-07  
WX-08  
WX-11  
WX-14

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 86 / 33

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Name: [115] Initial Investment Decision (IID) for Terminal Flight Data Manager Core

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for Terminal Flight Data Manager Core

Target CY Date: 2013 Q3

Decision Type: Initial Investment Decision (IID)

Required Activities: NONE

System Impacts: 1. Synchronize TDDS and TFDM with ERAM and TFMS development.  
2. ERAM, SWIM & DataCom programs are on track.  
3. AEFS end of life 2013; TDLS EOL 2018

Legacy Systems Affected: EFSTS, AEFS, ARMT, DSP, FDIO, TDLS (PDC), ASDE-X, SWIM

Approving Authority: Joint Resource Council

Lead Organization: Decision Support Programs

Supporting Orgs: En Route Automation Modernization (ERAM) Program  
Traffic Flow Management Programs Group

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [46] Final Investment Decision (FID) for Terminal Flight Data Manager (TFDM) Core (2014 Q3)

Replaced By Decision Points: None

Related Assumptions: AUTO-01  
AUTO-02  
AUTO-03  
AUTO-08  
AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 115 / 37

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Name: [117] Strategy decision to determine the future platforms and allocation of FDIO functions

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: This strategy decision will determine the future platforms and allocation of FDIO functions including the potential for decommissioning of the legacy FDIO system and reallocation of functions across automation platforms

Target CY Date: 2013 Q3

Decision Type: Strategy (Other)

Required Activities: NONE

System Impacts: Remaining FDIO systems must be sustained.

Legacy Systems Affected: FDIO

Approving Authority: PMO

Lead Organization: Systems Integration Division

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 117 / 18

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Name: [131] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 2st Set of NextGen Facilities

State: Deleted

Decision Date:

Authorized By:

Notes:

High Priority? Yes

Planning / Placeholder? No

Description: Analyses to support EC/JRC decision (2B) for second segment of the NextGen Facilities. Include information on 80% design and location

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)  
Required Activities: NONE  
System Impacts: NONE  
Legacy Systems Affected: N/A  
Approving Authority: None Assigned  
Lead Organization: ATO-P  
Supporting Orgs: None  
Primary Roadmap: Facilities  
Related Roadmaps: None  
Related Decision Points: None  
Replaced By Decision Points: None  
Related Assumptions: None  
Related Systems: None  
Update Date: 19-Feb-2009  
ID / Revision: 131 / 14

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Name: [158] Final Investment Decision (FID) for Data Communications Segment 1 Network Service

State: Deleted

Decision Date:

Authorized By:

Notes: Updated to reflect approved Infrastructure Roadmaps version 7.0

High Priority? Yes

Planning / Placeholder? No

Description: First part of a split FID for DataComm Segment 1. This FID is for the procurement of Data Communications Network service (VDL-2 capability) and for the implementation of DataComm functionality in the ATCTs. See DP 353 for part 2 of this split FID.

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: Mapping of OEP capabilities to datacomm capacity

System Impacts: Failure to implement DataComm will severely limit the use of Trajectory Based Operations - a key capability in the NextGen concept.

Legacy Systems Affected: Avionics

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Development Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: [1108] Data Comm Integration Services (DCIS)  
[1163] Logon/Protocol Gateway (PGW) (ERAM R4.2)  
[706] Terminal Flight Data Manager

Update Date: 08-Feb-2012

ID / Revision: 158 / 33

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Name: [192] Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network

State: Active

High Priority? No

Planning / Placeholder? No

Description: Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network

Target CY Date: 2013 Q4

Decision Type: Strategy (Other)

Required Activities: 1.) Define Concept of Operations of role of TCAS in NextGen environment (Independent safety net, Interoperability with ADS-B and conflict probe) 2.) Perform NextGen TCAS research. 3.) Define strategy to develop NextGen TCAS. 4.) Develop standards for NextGen TCAS. 5.) Develop and execute implementation plan for NextGen TCAS. 6.) Develop standards and guidance for advanced safety assurance methods and simulation for use in development of new air traffic management and air transportation capabilities. 7.) Develop an integrated approach between separation assurance and collision avoidance, with special attention to the safety case.

System Impacts: Air and Ground safety nets are temporally converging which can result in conflicting separation assurance and conflict resolution instructions. There is no impacts to cost, schedule, or technical.

Legacy Systems Affected: N/A

Approving Authority: AJM-O

Lead Organization: Aircraft Certification Service - Avionic Systems Branch

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AG-03  
AG-06

Related Systems: None

Update Date: 04-Feb-2013

Name: [193] Define Human/Automation design principles to support NextGen infrastructure

State: Active

High Priority? No

Planning / Placeholder? Yes

Description: Human factors must consider the collaborative interactions between air traffic controllers and air crews and focus on the change in their operational roles and interaction with advanced technologies (display capabilities, data communications, and automation).

Target CY Date: 2013 Q3

Decision Type: FAA Policy

Required Activities: 1.) Incorporate Human Factors advisory recommendations into ATO/ AVS Policy

System Impacts: Lack of Human to Automation design principles will result in inconsistent design philosophies for multiple A-G solutions.

Legacy Systems Affected: N/A

Approving Authority: ANG-D2

Lead Organization: NAS Lifecycle Planning Division

Supporting Orgs: Human Factors Research & Engineering Group  
Terminal Safety and Operations Support Office  
Safety & Operations Support Office

Primary Roadmap: Air / Ground

Related Roadmaps: Automation  
Human Systems Integration

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 193 / 43

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Name: [197] Approve Tower Flight Data Manager 3 Initial Investment Decision

State: Deleted

Decision Date:

Authorized By:

Notes:

High Priority? Yes

Planning / Placeholder? No

Description: Full Decision Support Tools (DST)with TDLS and SAIDS Integration.

Target CY Date: 2013

Decision Type: Initial Investment Decision (IID)

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: None Assigned

Lead Organization: ATO-T

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009

ID / Revision: 197 / 10

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Name: [214] Strategy Decision to determine to sustain or decommission LDRCL

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy Decision to determine to sustain or decommission LDRCL

Target CY Date: 2013 Q4

Decision Type: Strategy (Other)

Required Activities: NONE

System Impacts: This decision primarily involves choosing the best cost alternative. Decision should not have an impact on NAS operations.

Legacy Systems Affected: RCL, FTI-2

Approving Authority: AJM-31

Lead Organization: Communications, Information & Network Programs

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: COMM-07

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 214 / 24

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Name: [215] Strategy Decision to determine to sustain or decommission RCL

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy Decision to determine to sustain or decommission RCL

Target CY Date: 2013 Q4

Decision Type: Strategy (Other)

Required Activities: NONE

System Impacts: The RCL is scheduled for eventual decommissioning. The exact time frame for decommissioning will be chosen primarily based on cost and funds availability. DP does not impact NAS Operations.

Legacy Systems Affected: LDRCL

Approving Authority: AJM-31

Lead Organization: Communications, Information & Network Programs

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: COMM-08

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 215 / 23

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Name: [236] Decision to buy systems for Cat II/III ILSs where necessary

State: Deleted

Decision Date: 07-Dec-2010

Authorized By: Dave Olsen

Notes: Deleted DP 236 per RM lead

High Priority? No

Planning / Placeholder? No

Description: Decision to buy systems to replace Cat II/III ILSs where necessary

Target CY Date: 2013

Decision Type: Executive Level

Required Activities: NONE

System Impacts: NONE  
Legacy Systems Affected: N/A  
Approving Authority: Executive Council  
Lead Organization: ATO-W Navigation Services  
Supporting Orgs: None  
Primary Roadmap: Navigation  
Related Roadmaps: None  
Related Decision Points: None  
Replaced By Decision Points: None  
Related Assumptions: NAV-03  
NAV-04  
Related Systems: None  
Update Date: 29-Jun-2010  
ID / Revision: 236 / 16

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Name: [248] Next generation of LED PAPI systems available

State: Deleted

Decision Date: 21-Apr-2011

Authorized By: Deborah Miller-Adams

Notes: This DP was considered a milestone, not a decision point. Deletion of this DP will not impact any part of the NAS EA. Deletion approved by Nav Services.

High Priority? No

Planning / Placeholder? No

Description: Next generation of LED PAPI system available

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: Service Director

Lead Organization: Technical Operations Navigation Services Office

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-03  
NAV-04

Related Systems: None

Update Date: 04-Feb-2011

ID / Revision: 248 / 19

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Name: [256] Final Investment Decision (FID) for ASR-11 Technology Refresh Segment 2 (through 2025)

State: Active

High Priority? No

Planning / Placeholder? No

Description: This decision provides a Final Investment Decision (FID) on a technology refresh implementation to sustain the ASR-11 functional and performance to 2025. DP # 256 provides a follow-on to the ASR-11 Technology Refresh Segment 1 addressed in DP # 99.

Target CY Date: 2013 Q4

Decision Type: Final Investment Decision (FID)

Required Activities: The FAA approach to decision point # 104 on NextGen Surveillance and Weather Capability will impact the FAA approach to ASR-11 Technology Refresh.

System Impacts: Required to sustain the ASR-11 functional and performance to 2025. Requirements for DP # 102, ASTERIX and IP addressing, not addressed in DP # 99 may be addressed at DP # 256.

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Surveillance Systems & Sensor Programs

Supporting Orgs: Systems Engineering & Safety Office

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [719] Investment Analysis Readiness Decision (IARD) for ASR-11 Technology Refresh Segment 2 (through 2025) (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 256 / 17

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Name: [258] Investment Analysis Readiness Decision (IARD) for Low Cost Ground Surveillance (LCGS)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision for LCGS to enter the AMS IARD phase. The LCGS Program has Executive Council approval to implement systems at four sites - San Jose, Long Beach, Reno and Manchester. IARD will be revisited in 2012.

Target CY Date: 2013 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: Conduct Pilot Evaluation Program to evaluation LCGS for operation at small to medium capacity airports - San Jose, Long Beach, Reno and Manchester. IARD will be revisited in 2012.

Baseline certification requirements/standards for LCGS

System Impacts: 1. Delays in approval would delay the Pilot Evaluation Program to evaluate LCGS for operation at small to medium capacity airports.  
2. Delays implementation of a surveillance tool to provide surface situational awareness at small to medium capacity airports.

Legacy Systems Affected: LCGS, CARTS, STARS, RMMS

Approving Authority: Joint Resource Council

Lead Organization: Technology Development & Prototyping Division

Supporting Orgs: Systems Engineering & Safety Office  
Terminal Surveillance Group

Primary Roadmap: Surveillance

Related Roadmaps: Airport  
Facilities  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 258 / 33

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Name: [280] Determine controller decision support requirements for surface safety logic algorithms

State: Deleted

Decision Date:

Authorized By:

Notes:

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2013

Decision Type: FAA Policy

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: N/A

Approving Authority: None Assigned

Lead Organization: ATO-P

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009

ID / Revision: 280 / 8

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Name: [297] IID for two Mid Term capabilities : IDR and IPE, plus legacy NAS transition for all five capabilities

State: Deleted

Decision Date: 18-Nov-2011

Authorized By: TRB

Notes: Decision Point no longer needed due to change of activity from a program to a coordination of ISS efforts across other programs

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decisions (IID) for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package.

Target CY Date: 2013 Q4

Decision Type: Initial Investment Decision (IID)

Required Activities: Approve IID phase for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package

System Impacts: Initiates the IID phase for EBP, ID&R, IPE, and CSM for the NAS Enterprise Security Mid Term Work Package

Legacy Systems Affected: N/A

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 297 / 25

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Name: [324] Decision to proceed with ALS (I) LED lamps, based on Operational Capability Demonstration with Enhanced Flight Vision System (EFVS) aircraft

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to proceed with ALS(I) LED lamps, based on Operational Capability Demonstration with EFVS aircraft

Target CY Date: 2013 Q3

Decision Type: Strategy (Other)

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: AJM-0

Lead Organization: Ground Based NAVAIDS & Lighting Systems

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Aircraft  
Airport

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 324 / 29

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Name: [343] Investment Decision (IARD) to baseline CIWS in NextGen Wx Processor WP2

State: Deleted

Decision Date:

Authorized By:

Notes:

High Priority? No

Planning / Placeholder? No

Description: CIWS to meet late 2008/early 2009 with ATO-EC re implementation strategy. Subsequent incorporation of CIWS functionality into WP2 phase of the NextGen Wx Processor will become clearer at that point for its baseline.

Target CY Date: 2013

Decision Type: Baseline Change Decision (BCD)

Required Activities: NONE

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: None Assigned

Lead Organization: ATO-R

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 19-Feb-2009

ID / Revision: 343 / 7

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Name: [345] Strategy Decision for the implementation of a GPS timing backup

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy Decision for the implementation of a GPS timing backup

Target CY Date: 2013 Q4

Decision Type: Strategy (JRC)

Required Activities: GPD backup timing implementation development.

System Impacts: NONE

Legacy Systems Affected: UNKNOWN

Approving Authority: Joint Resource Council

Lead Organization: Communications, Information & Network Programs

Supporting Orgs: Systems Engineering & Safety Office  
System Wide Information Management Group

Primary Roadmap: Enterprise Services

Related Roadmaps: Air / Ground  
Weather  
Communications  
Navigation  
Surveillance  
Facilities

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: NAV-05  
SURV-02

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 345 / 34

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for TBFM/WP3

Target CY Date: 2013 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Decision Support Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [57] Final Investment Decision (FID) for TBFM Work Package 3 (2014 Q3)  
[764] Initial Investment Decision (IID) for TBFM Work Package 3 (2014 Q1)  
[838] Concept and Requirements Definition Readiness (CRDR) for TBFM Work Package 3 (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 357 / 25

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Name: [362] Concept and Requirements Definition Readiness (CRDR) for TRACON Automation NextGen Mid-Term WP.

State: Deleted

Decision Date:

Authorized By:

Notes: This is no longer a planned program, any associated decision points should be removed from the Infrastructure Roadmaps.

High Priority? Yes

Planning / Placeholder? No

Description: Post TAMR Phase 3 functionality - cross domain coordinated TBO

Target CY Date: 2013

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / FEAB

Lead Organization: Systems Engineering & Safety Office

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 31-Jan-2012

ID / Revision: 362 / 15

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Name: [376] Interface RMLS with SWIM Segment 2 Executive Level Decision

State: Deleted

Decision Date: 17-Jan-2012

Authorized By: NAS EA Team

Notes: Decision Point was deleted prior to 2011 and Version 5 of the roadmaps. This action is to close the portal record.

High Priority? Yes

Planning / Placeholder? No

Description: Executive Level Decision to Interface with SWIM Segment 2, and SWIM Segment 3

Target CY Date: 2013 Q1

Decision Type: Executive Level

Required Activities: None

System Impacts: None

Approving Authority: Executive Council

Lead Organization: National Airspace System Support Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None  
Related Assumptions: AUTO-01  
AUTO-08  
Related Systems: None  
Update Date: 04-Feb-2013  
ID / Revision: 376 / 7

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Name: [385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal  
State: Deleted  
Decision Date: 17-Jan-2011  
Authorized By: NAS EA Team  
Notes: Decision Point was deleted prior to 2011 and Version 5 of the roadmaps. This action is to close the portal record.  
High Priority? No  
Planning / Placeholder? No  
Description: Plan for procurement or development of a common display for IDS in Terminal and EnRoute.  
Target CY Date: 2013  
Decision Type: Initial Investment Decision (IID)  
Required Activities: None  
System Impacts: None  
Approving Authority: Joint Resource Council  
Lead Organization: Systems Engineering & Safety Office  
Supporting Orgs: None

Primary Roadmap: Automation  
Related Roadmaps: None  
Related Decision Points: None  
Replaced By Decision Points: None  
Related Assumptions: AUTO-09  
AUTO-10  
AUTO-11  
Related Systems: None  
Update Date: 04-Feb-2013  
ID / Revision: 385 / 12

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Name: [395] Initial Investment Decision for Technology Refresh of ATCBI-6beacon system  
State: Deleted  
Decision Date: 25-May-2011  
Authorized By: Surv RM Lead  
Notes: This acquisition is no longer required  
High Priority? No  
Planning / Placeholder? No  
Description: Initial Investment Decision for Technology Refresh of ATCBI-6beacon system.  
Target CY Date: 2013  
Decision Type: Initial Investment Decision (IID)  
Required Activities: Approve ATCBI-6 Technology Refresh and decision on Surveillance Interface Modernization (SIM) at DP # 102, implement for ASTERIX and IP Addressing.

System Impacts: This DP provides a comprehensive approach to address ATCBI-6 maintenance issues and sustain the secondary surveillance service through a Technology Refresh activity. The ATCBI-6 may be needed to support the ADS-B Backup Strategy and Big Airspace.

Approving Authority: Joint Resource Council

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 395 / 5

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Name: [399] Investment Analysis Readiness Decision (IARD) for ASDE-3 Service Sustainment

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for removal or SLEP/replace ASDE surface primary radars. This decision is dependent on strategy to decommission ASDE radars and ADS-B assuming ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Target CY Date: 2013 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: 1. ADS-B equipment mandate approved  
2. Certification of ADS-B for surface surveillance of airport movement areas  
Systems Affected

System Impacts: A decision to decommission ASDE radars would require that ADS-B assume ASDE and LCGS functionality in providing surveillance of aircraft and ground vehicle on airport surface movement areas.

Approving Authority: Joint Resource Council

Lead Organization: Surveillance Systems & Sensor Programs

Supporting Orgs: Surveillance & Broadcast Services Program Services  
Systems Engineering & Safety Office  
NAS Enterprise Architecture Group

Primary Roadmap: Surveillance

Related Roadmaps: Safety

Related Decision Points: [76] Final Investment Decision (FID) for ASDE-3 Service Sustainment (2014 Q4)  
[400] Initial Investment Decision (IID) for ASDE-3 Service Sustainment (2014 Q2)  
[670] Concept and Requirements Definition Readiness (CRDR) Decision for ASDE-X/3X (2012 Q3)  
[802] In Service Decision (ISD) for ASDE-3 Surface Sustainment (2016 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 399 / 16

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Name: [402] In-Service Decision (ISD) for Runway Status Light System

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The In-Service Decision for Runway Status Light system certifies the RWSL system for airport operation.\_x000D\_  
\_x000D\_

Target CY Date: 2013 Q1

Decision Type: In-Service Decision (ISD)

Required Activities: Obtain "In-Service Decision" for Runway Status Light system at key site in Orlando.  
FAA decision as to whether to (1) retain surface primary radars at DP # 76 and/or (2) use ADS-B to assume ASDE-X and LCGS functions.

System Impacts: This decision certifies the RWSL system for airport operation as a new situational awareness tool to help to prevent time-critical runway incursions and accidents.

Runway Status Lights (RWSL) system add a new technology to prevent runway accidents and reduce runway incursions by increasing pilots' and vehicle operators' situational awareness. RWSL indicates that a runway is unsafe for entry or crossing or that a runway is unsafe for departure.

Approving Authority: COO

Lead Organization: Surveillance Systems & Sensor Programs

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Airport  
Safety

Related Decision Points: [799] Baseline Change Decision (BCD) for Runway Status Light Program (2013 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 402 / 15

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Name: [406] Initial Investment Decision (IID) for SIM in terminal and en route legacy radar systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision for Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems. This decision includes a portfolio decision is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems.

Target CY Date: 2013 Q2

Decision Type: Initial Investment Decision (IID)

Required Activities: A portfolio Initial Investment Decision (IID) is needed for an approach to implementing Internet Protocol data distribution and connectivity and ASTERIX data formatting for surveillance and automation systems to achieve benefits and operational improvements.

System Impacts: This Initial Investment Decision for Surveillance Interface Modernization (SIM) decision will provide a Surveillance Interface Modernization (SIM) in terminal and en route surveillance and automation systems with benefits of:  
1. Improved IP communications connectivity for distribution of surveillance and post-automation state data processing information.  
2. Enable implementing Big Airspace operations.

Approving Authority: Joint Resource Council

Lead Organization: Surveillance Systems & Sensor Programs

Supporting Orgs: Program Operations Office  
Terminal Surveillance Group  
Terminal Automation Group

Primary Roadmap: Surveillance

Related Roadmaps: Air / Ground  
Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 406 / 19

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Name: [423] Develop Strategy to Further Reduce Runway Incursions

State: Deleted

Decision Date: 22-Sep-2010

Authorized By: AJP-19

Notes: AJP-19 Safety Engineer and SETA II Safety Roadmap leads removed Safety Strategy decisions that were not linked, or needed, to support AMS decisions.

High Priority? No

Planning / Placeholder? No

Description: By FY 2010, reduce Category A and B (most serious) runway incursions to a rate of no more than 0.45 per million operations, and maintain or improve through FY 2013. FY 2011 Target: 0.450 ATO support initiatives include:  
\* Human Error Risk Reduction  
\* Runway Status Lights  
\* Runway Incursion Analysis/Runways Safety Council  
\* Runway Safety Cockpit Technology

By the end of FY 2013, reduce total runway incursions by 10 percent from the FY 2008 baseline. FY 2011 Target: -2% ATO support initiatives include:  
\* ASDE-X  
\* National Runway Safety Plan  
\* Runway Status Lights  
\* LCGS

Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.

Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: Determine if further reductions in runway incursions are needed. If so, determine ATO initiatives needed to do so.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 3 (Reduce Runway Incursions)  
\* ATO Business Plan (11S4, 11S71)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety  
Related Roadmaps: None  
Related Decision Points: None  
Replaced By Decision Points: None  
Related Assumptions: None  
Related Systems: None  
Update Date: 29-Jun-2010  
ID / Revision: 423 / 2

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Name: [425] Develop Strategy to Further Reduce Operational Errors  
State: Deleted  
Decision Date: 22-Sep-2010  
Authorized By: AJP-19 Safety Engineer and  
Notes: AJP-19 Safety Engineer and SETA II Safety Roadmap leads removed Safety Strategy decisions that were not linked, or needed, to support AMS decisions.  
Safety Management Services are now addressed in DP 662, 663, 664 and 665.  
High Priority? No  
Planning / Placeholder? No  
Description: Limit Category A and B operational errors to a rate of no more than 1.95 per million activities by FY 2012 and maintain through FY 2013. FY 2011 Target: 2.00 ATO support initiatives:  
\* OE Eval Process  
\* Aeronautical Information Dissemination  
\* TARP  
Assessment will evaluate progress toward this goal and make strategy recommendations to continue toward meeting this goal. Recommendations will be used to drive future ATO Business Plans.  
Note: Decision Activity Lead temporarily assigned. Actual decision lead needs to be determined (either AJS or CSE for Safety).

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: Determine if further reductions in operational errors are needed. If so, determine ATO initiatives needed to do so.

System Impacts: \* FAA Flight Plan Goal 1 (Increase Safety), Objective 5 (Reduce Operational Errors)  
\* ATO Business Plan (11S7)

Approving Authority: Executive Council

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 29-Jun-2010

ID / Revision: 425 / 2

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Name: [430] Determine Required Far-Term Integrated SRM Analyses to Complete

State: Deleted

Decision Date: 22-Sep-2010

Authorized By: AJP-19 Safety

Notes: AJP-19 Safety Engineer and SETA II Safety Roadmap leads removed Safety Strategy decisions that were not linked, or needed, to support AMS decisions.

Safety Management Services are now addressed in DP 662, 663, 664 and 665.

High Priority? No

Planning / Placeholder? No

Description: A list of capabilities associated with mid-term NextGen implementation is needed for planning associated safety analyses. The list needs to include safety nets that will be changing and for which equivalent level of safety analyses need to be conducted.

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: Analyze NextGen far-term capabilities to determine required analyses.

System Impacts: Resource planning for conducting necessary NextGen hazard analyses.

Approving Authority: Service Unit VP

Lead Organization: Safety Group

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 29-Jun-2010

ID / Revision: 430 / 3

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Name: [464] Deliver Equipage Insertion Plan- Output Boeing OTA

State: Active

High Priority? No

Planning / Placeholder? No

Description: Deliver Equipage Insertion Plan- Output Boeing OTA

Target CY Date: 2013 Q4

Decision Type: Strategy (Other)

Required Activities: tbd

System Impacts: tbd

Approving Authority: ANG-D2

Lead Organization: NAS Lifecycle Planning Division

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 464 / 14

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Name: [466] Planning Decision: Develop A-G PNT Requirements

State: Deleted

Decision Date: 05-Oct-2011

Authorized By: Roadmap Lead

Notes: This has been transferred to NAV

High Priority? No

Planning / Placeholder? Yes

Description: This decision involves developing Requirements that result from the PNT Backup Strategy. The PNT Backup Strategy may create new Requirements for PNT Architecture (i.e. Automation and NAS A-G Systems).

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: tbd

System Impacts: tbd

Approving Authority: Service Unit / FEAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

Name: [467] Deliver A-G Future Communications Analysis

State: Active

High Priority? No

Planning / Placeholder? No

Description: Deliver A-G Future Communications Analysis

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: 1. Mixed Communication Capability- Is what is available today compatible with tomorrows systems? 2. Conversion from Analogue to digital for Aircraft. 3. Develop a White Paper in conjunction with WJHTC [AGT FY10-12] 4. Analyze A-G Communications Risks...

System Impacts: DP 's 29, 183, 150, 162, 171, 158, 152, 54, 159, 172, 140, 169, 166, 163, 165, 160, 93, 164, 161, 59,

Approving Authority: ANG-D2

Lead Organization: NAS Lifecycle Planning Division

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

Name: [473] Planning Decision: Develop Requirements for UAS Performance Envelope for UAS Fleets

State: Active

High Priority? No

Planning / Placeholder? No

Description: Planning Decision: Develop Requirements for UAS Performance Envelope for UAS Fleets

Target CY Date: 2013 Q3

Decision Type: Strategy (Other)

Required Activities: tbd

System Impacts: tbd

Approving Authority: ANG-D2

Lead Organization: NAS Lifecycle Planning Division

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

Name: [474] Planning Decision: Develop UAS ATC Interoperability Performance Requirements

State: Active

High Priority? No

Planning / Placeholder? No

Description: Planning Decision: Develop UAS ATC Interoperability Performance Requirements

Target CY Date: 2013 Q3

Decision Type: Strategy (Other)

Required Activities: tbd

System Impacts: tbd

Approving Authority: ANG-D2

Lead Organization: NAS Lifecycle Planning Division

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

Name: [476] Deliver A-G Functional Allocation Trade Space to NASEA Requirements

State: Deleted

Decision Date: 17-Jan-2011

Authorized By: Roadmap lead

Notes: Decision Point was removed prior to 2011 and Version 5 of the roadmaps. This action is to close the portal record.

High Priority? No

Planning / Placeholder? Yes

Description: This decision supports applying Air-Ground Functional Allocation trade space to NASEA requirements development.

Target CY Date: 2013 Q4

Decision Type: FAA Strategy

Required Activities: tbd

System Impacts: tbd

Approving Authority: Service Unit / FEAB

Lead Organization: Chief System Engineering Group

Supporting Orgs: Air Traffic Planning Group

Primary Roadmap: Air / Ground

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None  
Related Systems: None  
Update Date: 04-Feb-2013  
ID / Revision: 476 / 18

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Name: [481] Executive Level Decision to move access to Lightning data to NNEW  
State: Deleted  
Decision Date: 18-Dec-2012  
Authorized By: JRC  
Notes: Updated to reflect approved Infrastructure Roadmaps version 7.0  
High Priority? No  
Planning / Placeholder? No  
Description: Executive Level decisions to 1) move Lightning access to NNEW, and 2) afford limited access to proprietary lightning data via 4-D Wx Cube. May be significant cost dependent on scope of access.  
Target CY Date: 2013  
Decision Type: Executive Level  
Required Activities: New weather group in NAV Tech Ops and Avn Wx Ofc conduct workups/preps for EC decisions  
System Impacts: Minimal impact though SWIM/FTI likely involved as will automated surface observing systems (ASOS/AWOS/AWSS). Add'l processing for NNEW module that would have to correlate lightning location with ASOS/AWOS/AWSS plus provide access to other NAS users as well.  
Approving Authority: Executive Council  
Lead Organization: Technical Operations Navigation Services Office  
Supporting Orgs: None  
Primary Roadmap: Weather

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 23-Feb-2012

ID / Revision: 481 / 5

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Name: [498] Airport Wireless Communication System FID

State: Replaced

Decision Date: 16-Sep-2010

Authorized By: AJP-15

Notes: DP 498 has been removed from the Communication Roadmap. A decision on AEROMACS will be made at DP 712 - Strategy decision on whether to procure AeroMACS capability on the FTI contract.

High Priority? No

Planning / Placeholder? No

Description: Airport Wireless Communication System will consist of an airport LAN that will provide service primarily to mobile users and secondarily to fixed users.

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: N/A

System Impacts: If not approved some communications flexibility in the airport environment will not be realized.

Approving Authority: Joint Resource Council

Lead Organization: Air-Ground Communications Solution Implementation Group

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: [712] Strategy Decision on AeroMacs

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 498 / 7

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Name: [507] Final Investment Decision (FID) to move WAAS from Phase III to Phase IV

State: Active

High Priority? No

Planning / Placeholder? No

Description: WAAS is currently in Phase III of the program, Full LPV-200 Performance, which will extend from FY 2009 - FY 2013, will provide for a robust, reliable, and sustainable LPV-200 capability\_x000D\_  
\_x000D\_  
The Phase IV effort, Dual Frequency Operations, will begin development in FY2014 and extend through 2028. The L5 civil signal provides a growth path to upgrade WAAS to a dual-frequency system.

Target CY Date: 2013 Q4

Decision Type: Final Investment Decision (FID)

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Satellite Navigation

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: Air / Ground  
Airport  
Enterprise Services  
Facilities

Related Decision Points: [220] Decision to cut over to Dual Frequency Operations based on completion of Dual Frequency (GPS L1 and L5) development & testing. (2018 Q4)  
[228] Decision to proceed with WAAS dual frequency avionics activities to validate standards and lower risk for avionics development. (2014 Q2)

Replaced By Decision Points: None

Related Assumptions: NAV-01  
NAV-02  
NAV-03  
NAV-04

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 507 / 15

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Name: [558] Decision to Implement LED Airport Lighting Phase In

State: Active

High Priority? No

Planning / Placeholder? No

Description: LED Airport Lighting Phase In

Target CY Date: 2013 Q4

Decision Type: FAA Policy

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Airport

Related Roadmaps: Aircraft

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 558 / 17

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Name: [561] Decision to Implement Energy Independence and Security Act (EISA) Compliance Policy

State: Active

High Priority? No

Planning / Placeholder? No

Description: EISA Compliance Policy

Target CY Date: 2013 Q4

Decision Type: FAA Policy

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Airport

Related Roadmaps: Aircraft  
Navigation

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 561 / 18

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Name: [562] Draft SC-203 MASPS

State: Deleted

Decision Date:

Authorized By:

Notes: Removed because it is covered in the support activities SC 203 swim lane

High Priority? No

Planning / Placeholder? No

Description: RTCA is developing the MASPS under SC-203

Target CY Date: 2013

Decision Type: FAA Strategy

Required Activities: None

System Impacts: None

Approving Authority: Service Unit / FEAB

Lead Organization: Flight Standards Service-Flight Technologies and Procedures Division

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 10-Mar-2012

ID / Revision: 562 / 13

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Name: [566] Decision to use Air Crew DataComm Requirements for Displays & Procedures

State: Active

High Priority? No

Planning / Placeholder? No

Description: Provide recommendations for improvements to the SC-214 message set including additions, deletions, and amendments to messages (and recommendations for limiting use of particular messages). Recommendations will also address free text message format and content guidance to support development of predefined messages that are clear, informative, and easy to read and understand.

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: Provide recommendations for improvements to the SC-214 message set including additions, deletions, and amendments to messages (and recommendations for limiting use of particular messages). Recommendations will also address free text message format and content guidance to support development of predefined messages that are clear, informative, and easy to read and understand.

System Impacts: Improvements to SC-214 message set including additions, deletions, and amendments to messages

Approving Authority: ANG-C1

Lead Organization: Human Factors Research & Engineering Division

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: Aircraft  
Air / Ground

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 566 / 14

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Name: [575] Decision to use HSI Requirements to Support ATC Efficiency and Effectiveness Objectives

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to use HSI Requirements to Support ATC Efficiency and Effectiveness Objectives

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: Identify and document the human error hazards associated with the midterm NextGen operations including hazards in using new technologies such as datacomm or responsibilities of tower external visual requirements and others.

System Impacts: Documents the human error hazards associated with the midterm NextGen operations. This would include hazards in using new technologies such as datacomm or responsibilities of tower external visual requirements and others.

Approving Authority: ANG-C1

Lead Organization: Human Factors Research & Engineering Division

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: Automation

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 575 / 16

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Name: [578] Decision to use Guidelines for Flight Deck Functional Allocation and Roles for New Automated Systems

State: Active

High Priority? No

Planning / Placeholder? No

Description: This decision determine the guidelines for FD functional allocation and automation roles.

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: Define guidelines for FD functional allocation and automation roles.

System Impacts: Establishes guidelines for FD functional allocation and automation roles.

Approving Authority: ANG-C1

Lead Organization: Human Factors Research & Engineering Division

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: Aircraft  
Air / Ground

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 578 / 20

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Name: [580] Decision to use Recommended Methods and Training for Managing Error with Flight Deck User Interfaces

State: Active

High Priority? No

Planning / Placeholder? No

Description: This decision provides Human Factors (HF) recommendations, guidelines, and requirements for training program and evaluation methods to facilitate error detection and correction in NextGen applications.

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: Determine human reliability requirements for safety risk management.

System Impacts: establishes policy human reliability requirements for safety risk management

Approving Authority: ANG-C1

Lead Organization: Human Factors Research & Engineering Division

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: Aircraft

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 580 / 21

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Name: [583] Decision to use Flight Deck Operational Guidelines for NextGen Applications

State: Active

High Priority? No

Planning / Placeholder? No

Description: Decision to use Flight Deck Operational Guidelines for NextGen Applications

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: Define initial HF guidelines and requirements for Common Workstation.

System Impacts: Defines initial HF guidelines and requirements for Common Workstation

Approving Authority: ANG-C1

Lead Organization: Human Factors Research & Engineering Division

Supporting Orgs: None

Primary Roadmap: Human Systems Integration

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 583 / 15

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Name: [588] Transition plan for NAS Programs to use the Internal Policy Enforcement capability completed

State: Deleted

Decision Date: 29-Nov-2010

Authorized By: Vidyut Patel

Notes: Per the roadmap lead, all of the Strategy DPs were removed from the ISS roadmap. The roadmaps should only contain AMS DPs. The Transition Plans activities will be tracked separately but not on the ISS roadmap.

High Priority? Yes

Planning / Placeholder? No

Description: Major NAS systems commit to adopt and implement the IPE capability

Target CY Date: 2013 Q2

Decision Type: FAA Policy

Required Activities: Major NAS systems commit to adopt and implement the IPE capability

System Impacts: Major NAS systems commit to adopt and implement the IPE capability

Approving Authority: Joint Resource Council

Lead Organization: Information Security Team

Supporting Orgs: Systems Engineering & Safety Office  
NAS Enterprise Architecture Group  
Technical Operations  
Safety & Operations Support Office

Primary Roadmap: Information System Security

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 29-Jun-2010

ID / Revision: 588 / 14

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Name: [609] Final Investment Decision (FID) for the Airborne Labs: Regional Commuter Capabilities (Convair 580 Replacement)

State: Deleted

Decision Date:

Authorized By:

Notes: Per the PMO, the Convair replacement program is being reworked and the decision points have been removed from the roadmaps

High Priority? No

Planning / Placeholder? No

Description: The FAA Technical Center currently maintains a small fleet of aircraft in support of National Airspace System (NAS) development. The increase in air traffic over the previous decades has required that the NAS be continuously improved by expanding its capacity to handle more aircraft, and by increasing the efficiency (and decreasing the delays) of flights in all weather conditions. These improvements in capacity and efficiency are made possible by the use of increasingly complex automation systems, surveillance systems, navigation systems, avionics, communications, and procedures, all of which typically require flight testing prior to deployment and operational use in the NAS.

To continue with these improvements at an even more accelerated pace, the FAA has planned the introduction of greatly improved systems and procedures as part of the NextGen initiative. Many of these increasingly complex systems will require significant use of flight testing to accomplish the necessary research, development, and operational testing prior to introduction of these new systems into the NAS.

The FAA Technical Center currently maintains a fleet of six aircraft to meet these flight test needs. However, the two aging Convair-580 aircraft, which are currently part of the fleet, are not expected to meet the full range of capabilities and availability necessary to fulfill the requirements of the ambitious NextGen effort.

The replacement of the Convair-580 aircraft will provide the capability to:

1. Conduct Research & Development flight test support for NextGen programs
2. Provide Test & Evaluation flight test support for NextGen programs
3. Support technical flight checks of aircraft and operational systems
4. Execute classified flight missions in support of partner agencies
5. Respond to various Program Office's aircraft needs and operational demonstrations

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: Approval of the Final Investment Decision (FID) for the Airborne Labs: Regional Commuter Capabilities (Convair 580 Replacement).

System Impacts: Ability to adequately test new NextGen systems regional commuter capabilities.

Approving Authority: Joint Resource Council

Lead Organization: Future Facilities Engineering Team

Supporting Orgs: None

Primary Roadmap: Facilities  
Related Roadmaps: None  
Related Decision Points: None  
Replaced By Decision Points: None  
Related Assumptions: None  
Related Systems: None  
Update Date: 31-Jan-2012  
ID / Revision: 609 / 15

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Name: [612] Initial Investment Decision (IID) for Airborne Labs: General Aviation Capabilities (Aero Commander 680E Replacement)  
State: Deleted  
Decision Date: 12-Apr-2011  
Authorized By: Roadmap lead  
Notes: Delete DP 612: On April 12, 2011, Facilities Roadmap Lead held a discussion with Flight Program Team, AJP-787 regarding the procurement of the Piper Chieftain. The FAA sold an existing Boeing 737 that was apart of their fleet. The funds received from the sale of the Boeing 737 had to be used prior to the end of FY10 in order to comply with GSA rules and restrictions. Therefore the FAA used to funds to purchase the Piper Chieftain prior to the end of FY10. As a result the DP 610, 611,612,613 are no longer applicable. Both parties agreed that the DPs be removed from the Roadmap.  
High Priority? No  
Planning / Placeholder? No  
Description: Initial Investment Decision (IID) for Airborne Labs: General Aviation Capabilities (Aero Commander 680E Replacement)  
Target CY Date: 2013  
Decision Type: Initial Investment Decision (IID)  
Required Activities: Approval of the Initial Investment Decision (IID) for Airborne Labs: General Aviation Capabilities (Aero Commander 680E Replacement).

System Impacts: Replaces the Aero Commander 680E Airborne Labs aircraft to satisfy General Aviation aircraft testing requirements.

Approving Authority: Joint Resource Council

Lead Organization: Future Facilities Engineering Team

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 612 / 8

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Name: [618] Strategy Decision for Airborne Labs all fleet replacement

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy Decision for Airborne Labs all fleet replacement

Target CY Date: 2013 Q3

Decision Type: Strategy (JRC)

Required Activities: Determine FAA Strategy for a Very Light Jet Airborne Labs.

System Impacts: Provide guidance on FAA Strategy for a Very Light JetAirborne Labs.

Approving Authority: Joint Resource Council

Lead Organization: Laboratory Services Division

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 618 / 8

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Name: [625] Initial Investment Decision (IID) for Building Information Modeling (BIM)

State: Deleted

Decision Date:

Authorized By:

Notes: Remove for Roadmap per Steve kalabokes PM 8/30/12

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for Building Information Management (BIM).

The CAEG Program utilizes a 2D CAD software suite, whereas a large percentage of the Architecture, Engineering, and Construction (A/E/C) industry has transitioned to 3-dimensional (3D) Building Information Modeling (BIM) software and associated process workflows. Disparate 2D drawings of different disciplines cause the accumulations of duplicate of data over a facility's lifetime. The methodology of using 2D CAD software without 3D BIM upgrades is quickly becoming obsolete.

Building Information Modeling (BIM) is the process of generating and managing building or facility data during its life cycle. Typically it uses three-dimensional, real-time, dynamic building modeling software to increase productivity in building design and construction. The process produces the Building Information Model (also abbreviated BIM), which encompasses building geometry, spatial relationships, geographic information, and quantities and properties of building components.

BIM can be used to demonstrate the entire building life cycle, including the processes of construction and facility operation. Quantities and shared properties of materials can be extracted easily. Scopes of work can be isolated and defined. Systems, assemblies and sequences can be shown in a relative scale with the entire facility or group of facilities.

BIM is able to achieve such improvements by modeling representations of the actual parts and pieces being used to build a building. This is a substantial shift from the traditional computer aided drafting method of drawing with vector file-based lines that combine to represent objects.

The interoperability requirements of construction documents include the drawings, procurement details, environmental conditions, submittal processes and other specifications for building quality. BIM can be utilized to bridge the information loss associated with handing a project from design team, to construction team and to building owner/operator, by allowing each group to add to and reference back to all information they acquire during their period of contribution to the BIM model.

Target CY Date: 2013 Q2

Decision Type: Initial Investment Decision (IID)

Required Activities: Develop a Building Information Management (BIM) system.

System Impacts: Implements a Building Information Management (BIM) system.

Approving Authority: Joint Resource Council

Lead Organization: Implementation Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

Name: [626] Final Investment Decision (FID) for Building Information Modeling (BIM)

State: Deleted

Decision Date:

Authorized By:

Notes: Remove for Roadmap per Steve kalabokes PM 8/30/12

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for Building Information Management (BIM).

The CAEG Program utilizes a 2D CAD software suite, whereas a large percentage of the Architecture, Engineering, and Construction (A/E/C) industry has transitioned to 3-dimensional (3D) Building Information Modeling (BIM) software and associated process workflows. Disparate 2D drawings of different disciplines cause the accumulations of duplicate of data over a facility's lifetime. The methodology of using 2D CAD software without 3D BIM upgrades is quickly becoming obsolete.

Building Information Modeling (BIM) is the process of generating and managing building or facility data during its life cycle. Typically it uses three-dimensional, real-time, dynamic building modeling software to increase productivity in building design and construction. The process produces the Building Information Model (also abbreviated BIM), which encompasses building geometry, spatial relationships, geographic information, and quantities and properties of building components.

BIM can be used to demonstrate the entire building life cycle, including the processes of construction and facility operation. Quantities and shared properties of materials can be extracted easily. Scopes of work can be isolated and defined. Systems, assemblies and sequences can be shown in a relative scale with the entire facility or group of facilities.

BIM is able to achieve such improvements by modeling representations of the actual parts and pieces being used to build a building. This is a substantial shift from the traditional computer aided drafting method of drawing with vector file-based lines that combine to represent objects.

The interoperability requirements of construction documents include the drawings, procurement details, environmental conditions, submittal processes and other specifications for building quality. BIM can be utilized to bridge the information loss associated with handing a project from design team, to construction team and to building owner/operator, by allowing each group to add to and reference back to all information they acquire during their period of contribution to the BIM model.

Target CY Date: 2013 Q4

Decision Type: Final Investment Decision (FID)

Required Activities: Develop a Building Information Management (BIM) system.

System Impacts: Implements a Building Information Management (BIM) system.

Approving Authority: Joint Resource Council

Lead Organization: Implementation Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

ID / Revision: 626 / 13

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Name: [633] Initial Investment Decision (IID) for Communications Segment 1 Unstaffed Infrastructure Sustainment (UIS)

State: Deleted

Decision Date:

Authorized By:

Notes: Per PMO remove UIS Segment 2, and the IID and FID decision points for segment 1. The program, as a whole, will be going to IARD in Sept 2012

High Priority? No

Planning / Placeholder? No

Description: The FAA owns thousands of buildings whose sole purpose is to house, support and protect the National Airspace System (NAS) Communications, Surveillance, and Navigation aids. These structures are failing. They suffer from leaking roofs, deteriorated foundations and walls, inadequate air conditioning systems and electrical systems, and severely eroded roads that hinder access by FAA technicians. A majority of these 14,000 structures were built during the 1940's and 1950's.

The Unstaffed Infrastructure Sustainment (UIS) Program proactively sustains infrastructure supporting the NAS to enable the delivery of NAS systems required availability. Proactive NAS sustainment includes major repairs to and replacement of real property and structures which are normally not

started. Sustainment of the unstaffed infrastructure includes:

-Major repair and replacement of FAA property including: access roads, grounds, fencing, storm water controls, parking lots, security lighting, and walkways.

-Major repair and replacement of FAA facilities including : buildings, shelters, roofs, storage buildings, plumbing, heating, ventilating and air conditioning (HVAC) equipment, electrical panels and distribution wiring, alarms and lighting.

-Major repair, refurbishment and replacement of NAS antenna and equipment towers.

Target CY Date: 2013 Q2

Decision Type: Initial Investment Decision (IID)

Required Activities: Initial Investment Decision (IID) for Unstaffed Infrastructure Sustainment (UIS)

System Impacts: Provides funding for renovation, modernization and/or replacement of Unstaffed Infrastructure Sustainment (UIS) of NAS facilities. Impacted systems and equipments may be found on other NAS EA Infrastructure Roadmaps. FAA CIP funding for a new NextGen system may not provide for associated unstaffed facility upgrade or replacement.

Approving Authority: Joint Resource Council

Lead Organization: Facility Infrastructure and Security Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

ID / Revision: 633 / 15

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Name: [637] Initial Investment Decision (IID) for the Acquisition of CAT II/III Ground Based Augmentation System (GBAS)

State: Deleted

Decision Date: 18-May-2011

Authorized By: Nav RM Lead

Notes: GBAS was removed from the roadmap and returned to R&D

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for the Acquisition of CAT II/III Ground Based Augmentation System (GBAS).

Target CY Date: 2013 Q1

Decision Type: Initial Investment Decision (IID)

Required Activities: Approve the Initial Investment Decision (IID) for the Acquisition of CAT II/III Ground Based Augmentation System (GBAS).

System Impacts: Adds the Initial Investment Decision (IID) for the Acquisition of CAT II/III Ground Based Augmentation System (GBAS).

Approving Authority: Joint Resource Council

Lead Organization: Global Navigation Satellite System Group

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 637 / 12

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Name: [640] Final Investment Decision (FID) for the Acquisition of NAVAID Control, Interlock, and Monitoring Equipment (NCIME)

State: Completed

Decision Date: 14-Apr-2011

Authorized By: Jesse Wijntjes

Notes: The NCIME Program will not be funded; therefore the Prgm Office has requested that the NCIME line be deleted from the Roadmap. FID requirements are not being pursued.

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (IID) for the Acquisition of NAVAID Control, Interlock, and Monitoring Equipment (NCIME). The Terminal Service Unit is a co-sponsor.

Target CY Date: 2013 Q1

Decision Type: Final Investment Decision (FID)

Required Activities: Final Investment Decision (IID) for the Acquisition of NAVAID Control, Interlock, and Monitoring Equipment (NCIME)

System Impacts: Final Investment Decision (IID) for the Acquisition of NAVAID Control, Interlock, and Monitoring Equipment (NCIME)

Approving Authority: Joint Resource Council

Lead Organization: Global Navigation Satellite System Group

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 640 / 11

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Name: [643] Final Investment Decision (FID) for the acquisition of NextGen RNAV - En Route Distance Measuring Equipment (DME)

State: Deleted

Decision Date:

Authorized By:

Notes: Remove from Roadmap no funding  
Moving the strategy decision point (DP) from Q2 CY12 to TBD was approved at the April 12 Acquisition Program Quarterly Review (APQR). IARD has been put on hold until ATO Operations comes forward with a clear set of requirements. This item will be removed from this status report pending requirements clarification.

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for the acquisition of En Route Distance Measuring Equipment (DME)

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: TBD

System Impacts: None

Approving Authority: Executive Council

Lead Organization: Ground Based Nav aids Group

Supporting Orgs: NextGen Integration & Implementation Office

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 23-Jan-2012

ID / Revision: 643 / 15

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Name: [645] Investment Analysis Readiness Decision (IARD) for the acquisition of NextGen RNAV - Terminal Distance Measuring Equipment (DME)

State: Deleted

Decision Date:

Authorized By:

Notes: Removed per TRB recommendation due to lack of funding.

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for the acquisition of Terminal Distance Measuring Equipment (DME)

Target CY Date: 2013 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: TBD

System Impacts: None

Approving Authority: Executive Council

Lead Organization: Ground Based Nav aids Group

Supporting Orgs: NextGen Integration & Implementation Office

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 10-Mar-2012

ID / Revision: 645 / 15

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Name: [663] Investment Analysis Readiness Decision (IARD) for Operational Analysis and Reporting System (OARS Phase 1)

State: Active

High Priority? No

Planning / Placeholder? No

Description: IARD for the Operational Analysis and Reporting System (OARS) that will automate and standardize data transfer processes between legacy and future systems, converting their interaction into a more comprehensive safety risk analysis system that meets the future safety goals of the ATO. To do so, the OARS will provide the required means to facilitate data sharing between some of the existing safety and training systems, and combine those that are redundant or difficult to maintain.

Target CY Date: 2013 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: TBD

System Impacts: TBD

Approving Authority: Joint Resource Council

Lead Organization: Policy & Performance

Supporting Orgs: None

Primary Roadmap: Safety

Related Roadmaps: None

Related Decision Points: [664] Final Investment Decision (FID) for Operational Analysis and Reporting System (OARS) Phase 1 (2014 Q4)  
[665] In-Service Decision (ISD) for Operational Analysis and Reporting System (OARS) Phase 1 (2017 Q4)  
[720] Initial Investment Decision (IID) for Operational Analysis and Reporting System (OARS) Phase 1 (2014 Q1)  
[887] Final Investment Decision (FID) for Operational Analysis and Reporting System (OARS) Phase 3 (2019 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 663 / 6

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Name: [672] Policy Decision to Implement SWIM WIKI-based Information Access Capability

State: Deleted

Decision Date: 18-Nov-2011

Authorized By: TRB

Notes: Decision Point determined no longer needed due to elimination of function within SWIM program

High Priority? No

Planning / Placeholder? No

Description: TBD

Target CY Date: 2013

Decision Type: FAA Policy

Required Activities: TBD

System Impacts: TBD

Approving Authority: None Assigned

Lead Organization: Not Assigned

Supporting Orgs: None

Primary Roadmap: Enterprise Services

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 672 / 3

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Name: [684] Final Investment Decision (FID) for Facility Energy Mgt & Compliance

State: Deleted

Decision Date: 25-Apr-2011

Authorized By: Roadmap lead

Notes: Program revised their approach, therefore DP assignment and alignment changed

High Priority? No

Planning / Placeholder? No

Description: The Energy Management and Compliance program (EMCP) will evaluate all ATO facility types to ascertain energy and water consumption efficiency. The resulting information and data will determine if conservation measures and/or use of alternative resources will result in "affordable" reductions in consumption of electrical power and water while decreasing the volume of greenhouse gases (GHG) emitted into the environment. When implemented, EMCP will ensure that qualifying ATO facilities are compliant with the all mandated Executive and Legislative environmental requirements. New ATO NAS infrastructure improvements are required for FAA to become compliant with the energy and water management Executive and Legislative laws, statutes, and regulations.

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: TBD

System Impacts: TBD

Approving Authority: Joint Resource Council

Lead Organization: Chief Systems Engineer Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 684 / 6

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Name: [689] Final Investment Decision (FID) for NextGen Future Facilities

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: The NextGen Facilities Program covers preparation, initiation, and implementation of all activities to transition existing air traffic facilities infrastructure to NextGen facilities and technologies. Products include staffing studies, fit-for-purpose design, business continuity requirements, and facility-independent techniques and practices to support an alternative selection for operations to be supported by networked facilities, which can decouple service delivery from facility geographic location. Also, the program establishes and implements a strategy for procuring and maintaining support services for the facilities solution over their planned life cycle. Work that supports the NextGen Facilities Program includes laboratory network and system architecture design, electrical power design and installation, equipment acquisition, and installation and checkout. \_x000D\_  
\_x000D\_  
To facilitate the significant transformations and changes in roles and responsibilities of ANSP personnel, networked facilities must be well integrated into overall NextGen planning. As NextGen facilities are activated, traffic will be assigned to facilities on both a long-term and daily basis with service continuity a foremost requirement. Moreover, the facilities will be sited and sized to provide a stable workforce environment with opportunities for career progression.\_x000D\_  
\_x000D\_  
Since the flexible ground-ground and air-ground communications networks negate the requirement for proximity of ANSP facilities to the air traffic being managed, NextGen Facilities will be sited and occupied to provide for infrastructure security, service continuity, and the best deployment and management of the workforce. \_x000D\_  
\_x000D\_  
This FID covers NextGen Facilities Segment 1, Project 1

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: TBD

System Impacts: TBD

Approving Authority: Joint Resource Council

Lead Organization: ATC Facilities Office

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 689 / 14

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Name: [690] Final Investment Decision (FID) for NextGen Facilities Program Segment 1, Project 2

State: Deleted

Decision Date:

Authorized By:

Notes: This DP has been removed, because there is no longer a segment 2 project for future facilities.

High Priority? No

Planning / Placeholder? No

Description: The NextGen Facilities Program covers preparation, initiation, and implementation of all activities to transition existing air traffic facilities infrastructure to NextGen facilities and technologies. Products include staffing studies, fit-for-purpose design, business continuity requirements, and facility-independent techniques and practices to support an alternative selection for operations to be supported by networked facilities, which can decouple service delivery from facility geographic location. Also, the program establishes and implements a strategy for procuring and maintaining support services for the facilities solution over their planned life cycle. Work that supports the NextGen Facilities Program includes laboratory network and system architecture design, electrical power design and installation, equipment acquisition, and installation and checkout.

To facilitate the significant transformations and changes in roles and responsibilities of ANSP personnel, networked facilities must be well integrated into overall NextGen planning. As NextGen facilities are activated, traffic will be assigned to facilities on both a long-term and daily basis with service continuity a foremost requirement. Moreover, the facilities will be sited and sized to provide a stable workforce environment with opportunities for career progression.

Since the flexible ground-ground and air-ground communications networks negate the requirement for proximity of ANSP facilities to the air traffic being managed, NextGen Facilities will be sited and occupied to provide for infrastructure security, service continuity, and the best deployment and management of the workforce.

This FID covers NextGen Facilities Segment 1, Project 2

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: TBD

System Impacts: TBD

Approving Authority: Joint Resource Council

Lead Organization: Not Assigned

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 31-Jan-2012

ID / Revision: 690 / 15

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Name: [697] Investment Analysis Readiness Decision (IARD) for RMLS Technology Refresh

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for RMLS Technology Refresh

Target CY Date: 2013 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: TBD

System Impacts: none

Approving Authority: Joint Resource Council

Lead Organization: NAS Integration & Support Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Human Systems Integration  
Safety

Related Decision Points: [698] Final Investment Decision (FID) for RMLS Technology Refresh (2014 Q1)

Replaced By Decision Points: None

Related Assumptions: AUTO-09  
AUTO-10  
AUTO-11

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 697 / 13

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Name: [699] In Service Decision for RMMS Technology Refresh

State: Deleted

Decision Date: 17-Jan-2012

Authorized By: NAS EA Team

Notes: Decision Point was deleted due to change in practice to not track In-Service Decision Points

High Priority? Yes

Planning / Placeholder? No

Description: In Service Decision for Remote Maintenance and Monitoring System Technical Refresh program

Target CY Date: 2013 Q2

Decision Type: In-Service Decision (ISD)

Required Activities: TBD

System Impacts: Low Power DME, LDRCL, TDWR

Approving Authority: Executive Council

Lead Organization: National Airspace System Support Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 699 / 7

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Name: [700] Strategy Decision for AMMS and RMLS NextGen Integration

State: Deleted

Decision Date:

Authorized By:

Notes: . Per Stephen Zwusko, this decision point is no longer needed since the RMLS Tech Refresh will continue independent of the AMMS program. The RMLS TR is a hardware update/ SLEP versus new software functionality that is planned in the AMMS program.

High Priority? Yes

Planning / Placeholder? No

Description: Strategy Decision for Automated Maintenance Management System and Remote Maintenance and Logging System integration during Next Gen Far-Term

Target CY Date: 2013 Q1

Decision Type: FAA Strategy

Required Activities: TBD

System Impacts: AMMS RMLS

Approving Authority: Executive Council

Lead Organization: National Airspace System Support Group

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: [942] System Information NextGen Automated Maintenance Management System

Update Date: 31-Jan-2012

ID / Revision: 700 / 14

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Name: [717] Initial Investment Decision (IID) for Facility National Equipment

State: Deleted

Decision Date:

Authorized By:

Notes: Removed from roadmap. No IID required for NTP

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for Facility Test Equipment a National Test Equipment Program to replace obsolete test equipment that do meet requirements to support maintenance service for modern digital equipment and is limiting the ability of service technicians to meet NAS operational needs. The National Test Equipment Program is implemented in accordance with National Policy Order 6200.4G.

Target CY Date: 2013 Q2

Decision Type: Initial Investment Decision (IID)

Required Activities: Conduct service shortfall analysis, per FAA National Policy Order 6200.4G, to identify required test equipment capabilities and resource existing capabilities to prevent further degradation in service.  
Replace obsolete test equipment that do not meet performance requirements for maintenance of modern digital equipment or limit the ability of service technicians to meet NAS operational needs.

System Impacts: Reduce facility downtime and air traffic operational delays caused by inadequate test equipment or other tools that do not support service staff effecting timely repairs.  
Replace obsolete test equipment that do not meet performance requirements for maintenance of modern digital equipment or limit the ability of service technicians to meet NAS operational needs.

Approving Authority: None Assigned

Lead Organization: Service Management Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

Name: [718] Final Investment Decision (FID) for National Test Equipment

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for Facility Test Equipment a National Test Equipment Program to replace obsolete test equipment. The National Test Equipment Program is implemented in accordance with National Policy Order 6200.4G.

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: Conduct service shortfall analysis, per FAA National Policy Order 6200.4G, to identify required test equipment capabilities and resource existing capabilities to prevent further degradation in service.  
Replace obsolete test equipment that do not meet performance requirements for maintenance of modern digital equipment or limit the ability of service technicians to meet NAS operational needs.

System Impacts: Reduce facility downtime and air traffic operational delays caused by inadequate test equipment or other tools that do not support service staff effecting timely repairs.  
Replace obsolete test equipment that do not meet performance requirements for maintenance of modern digital equipment or limit the ability of service technicians to meet NAS operational needs.

Approving Authority: Joint Resource Council

Lead Organization: NAS Integration & Support Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Safety

Related Decision Points: [345] Strategy Decision for the implementation of a GPS timing backup (2013 Q4)  
[511] Alternate Position, Navigation, and Timing (APNT) solution determined (2015 Q3)  
[725] Investment Analysis Readiness Decision (IARD) for Alternate Positioning, Navigation and Timing (APNT) (2014 Q3)  
[726] Initial Investment Decision (IID) for Alternate Positioning, Navigation and Timing (APNT) (2015 Q3)  
[727] Final Investment Decision (FID) for Alternate Positioning, Navigation and Timing (APNT) (2016 Q3)

Replaced By Decision Points: None  
Related Assumptions: None  
Related Systems: None  
Update Date: 04-Feb-2013  
ID / Revision: 718 / 6

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Name: [734] Initial Investment Decision (IID) for EMC

State: Deleted

Decision Date:

Authorized By:

Notes: Removed from roadmap. No IID required for EMC

High Priority? No

Planning / Placeholder? Yes

Description: Initial Investment Decision (IID) for FEMC Segment 0

Target CY Date: 2013 Q2

Decision Type: Initial Investment Decision (IID)

Required Activities: pending more information from PMO

System Impacts: pending more information from PMO

Approving Authority: Joint Resource Council

Lead Organization: Chief Systems Engineer Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

ID / Revision: 734 / 6

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Name: [741] Final Investment Decision (FID) for Power Cable Replacement Program

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for Power Cable Replacement Program

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: Pending more information from PMO

System Impacts: Pending more information from PMO

Approving Authority: Joint Resource Council

Lead Organization: Power Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: [865] Final Investment Decision (FID) for Airport Cable Loop Program (2015 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 741 / 7

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Name: [744] Initial Investment Decision (IID) for MAMP

State: Deleted

Decision Date:

Authorized By:

Notes: Removed from roadmap. No IID required for MAMP

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for MAMP

Target CY Date: 2013 Q2

Decision Type: Initial Investment Decision (IID)

Required Activities: More Information Pending

System Impacts: More Information Pending

Approving Authority: Joint Resource Council

Lead Organization: Facility Infrastructure and Security Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

ID / Revision: 744 / 7

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Name: [745] Final Investment Decision (FID) for MAMP

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for MAMP

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: More information pending

System Impacts: More information pending

Approving Authority: Joint Resource Council

Lead Organization: Business Management Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 745 / 8

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Name: [758] Final Investment Decision (FID) for ERAM D-Position and System Enhancements

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Final Investment Decision (FID) for ERAM D-Position and System Enhancements

Target CY Date: 2013 Q3

Decision Type: Final Investment Decision (FID)

Required Activities: Final Requirements, SRM, Spectrum Eng, EA, BCAR, IER, CIT, CFO Concurrence, PIR, EVM, ISP, APB, ISD, ISR, SWIM, I&I BC

System Impacts: En Route Automation NextGen Mid-Term WP, DataComm

Approving Authority: Joint Resource Council

Lead Organization: Air Traffic Management Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Air / Ground  
Communications  
Enterprise Services

Related Decision Points: [102] Final Investment Decision (FID) to implement SIM in terminal and en route legacy radar systems (2014 Q3)  
[785] Final Investment Decision (FID) for Data Communications Segment 1 Phase 2 En Route Services (2014 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 758 / 12

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Name: [759] Strategy decision on direction of oceanic and offshore platforms including sustainment, termination, migration, and consolidation

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy decision on direction of oceanic and offshore platforms including sustainment, termination, migration, and/or consolidation

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: N/A

System Impacts: MEARTS, ATOP, Offshore Automation Systems Consolidation, En Route & Oceanic Automation NextGen Far-Term WP

Approving Authority: AJM-31

Lead Organization: Air Traffic Management Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Air / Ground

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 759 / 8

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Name: [782] Investment Analysis Readiness Decision (IARD) for RCOM

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for RCOM

Target CY Date: 2013 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: Preliminary Program Requirements, Solution CONOPS, Functional Analysis, Shortfall Analysis, Range of Alternatives, IAP, Major Investment or Project, Spectrum, EA, SRM, ROM, IER, CIT, CFO Concurrence, ACAT AEB/FAE, I&I P&A, I&I BI,

System Impacts: RCOM

Approving Authority: Joint Resource Council

Lead Organization: Communications, Information & Network Programs

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: [783] Final Investment Decision (FID) for RCOM (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 782 / 7

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Name: [783] Final Investment Decision (FID) for RCOM

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for RCOM

Target CY Date: 2013 Q4

Decision Type: Final Investment Decision (FID)

Required Activities: Final Requirements, SRM, BCAR, IER, CFO Concurrence, ISP, Telecomm, APB, SWIM

System Impacts: RCOM

Approving Authority: Joint Resource Council

Lead Organization: Communications, Information & Network Programs

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: [782] Investment Analysis Readiness Decision (IARD) for RCOM (2013 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 783 / 7

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Name: [791] Initial Investment Decision (IID) for Fuel Storage Tank

State: Deleted

Decision Date:

Authorized By:

Notes: IID not required for Fuel Storage Tank Program

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for Fuel Storage Tank

Target CY Date: 2013 Q3

Decision Type: Initial Investment Decision (IID)

Required Activities: Initial Requirements, SRM, EA, Spectrum, Preliminary BCAR, ISP, IER, CIT, CFO Concurrence, I&I BI

System Impacts: FST

Approving Authority: Joint Resource Council

Lead Organization: Terminal Facilities Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

ID / Revision: 791 / 14

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Name: [792] Final Investment Decision (FID) for Fuel Storage Tank

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for Fuel Storage Tank

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: Final Requirements, SRM, BCAR, IER, CFO Concurrence, ISP, APB, SWIM

System Impacts: FST

Approving Authority: Joint Resource Council

Lead Organization: Power Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Airport  
Safety

Related Decision Points: [790] Investment Analysis Readiness Decision (IARD) for Fuel Storage Tank (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 792 / 10

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Name: [793] Final Investment Decision (FID) for Energy Management Compliance Program (EMCP)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for Energy Management Compliance Program (EMCP)

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: Final Requirements, SRM, BCAR, IER, CFO Concurrence, ISP, APB, SWIM

System Impacts: EMCP

Approving Authority: Joint Resource Council

Lead Organization: Facilities Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Safety

Related Decision Points: [733] Investment Analysis Readiness Decision (IARD) for EMC (2012 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 793 / 6

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Name: [796] Initial Investment Decision (IID) for NAV, SUR and WX Segment 2 Unstaffed Infrastructure Sustainment (UIS)

State: Deleted

Decision Date:

Authorized By:

Notes: "DELETED" Per PMO remove UIS Segment 2, and the IID and FID decision points for segment 1. The program, as a whole, will be going to IARD in Sept 2012  
To Be Deleted

High Priority? No

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for NAV, SUR and WX Segment 2 Unstaffed Infrastructure Sustainment (UIS)

Target CY Date: 2013 Q3

Decision Type: Initial Investment Decision (IID)

Required Activities: Initial Requirements, SRM, EA, Spectrum, Preliminary BCAR, ISP, IER, CIT, CFO Concurrence, I&I BI

System Impacts: UIS

Approving Authority: Joint Resource Council

Lead Organization: Facility Infrastructure and Security Services Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 02-Feb-2012

ID / Revision: 796 / 6

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Name: [797] Final Investment Decision (FID) for Unstaffed Infrastructure Sustainment (UIS)

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for Unstaffed Infrastructure Sustainment (UIS)

Target CY Date: 2013 Q2

Decision Type: Final Investment Decision (FID)

Required Activities: Final Requirements, SRM, BCAR, IER, CFO Concurrence, ISP, APB, SWIM

System Impacts: UIS

Approving Authority: Joint Resource Council

Lead Organization: Business Management Group

Supporting Orgs: None

Primary Roadmap: Facilities

Related Roadmaps: Safety

Related Decision Points: [794] Concept and Requirements Definition Readiness Decision (CRDR) for Unstaffed Infrastructure Sustainment (UIS) (2012 Q1)  
[795] Investment Analysis Readiness Decision (IARD) for Unstaffed Infrastructure Sustainment (UIS) (2012 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 797 / 6

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Name: [799] Baseline Change Decision (BCD) for Runway Status Light Program

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Baseline Change Decision (BCD) for Runway Status Light Program

Target CY Date: 2013 Q2

Decision Type: Baseline Change Decision (BCD)

Required Activities: N/A

System Impacts: RWSL

Approving Authority: Joint Resource Council

Lead Organization: Surveillance Systems & Sensor Programs

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: [402] In-Service Decision (ISD) for Runway Status Light System (2013 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 799 / 7

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Name: [800] Concept and Requirements Definition Readiness (CRDR) Decision for technology refresh of beacons (ATCBI-6)

State: Deleted

Decision Date:

Authorized By:

Notes: DP "delteted" Per PMO

High Priority? No

Planning / Placeholder? No

Description: Concept and Requirements Definition Readiness (CRDR) Decision for technology refresh of beacons (ATCBI-6)

Target CY Date: 2013 Q2

Decision Type: Concept and Requirements Definition Readiness Decision (CRDR)

Required Activities: Preliminary Shortfall Analysis, EA, CRD Plan

System Impacts: ATCBI-6

Approving Authority: FEAB

Lead Organization: Terminal Surveillance Group

Supporting Orgs: None

Primary Roadmap: Surveillance

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 29-Jan-2012

ID / Revision: 800 / 8

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Name: [828] Investment Analysis Readiness Decision (IARD) for AIM Segment 2

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for AIM Segment 2

Target CY Date: 2013 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: N/A

System Impacts: N/A

Approving Authority: Joint Resource Council

Lead Organization: Aviation Weather & Aeronautical Services Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [121] Final Investment Decision (FID) for AIM Segment 2 (2014 Q1)  
[829] Initial Investment Decision (IID) for AIM Segment 2 (2013 Q3)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 828 / 6

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Name: [829] Initial Investment Decision (IID) for AIM Segment 2

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for AIM Segment 2

Target CY Date: 2013 Q3

Decision Type: Initial Investment Decision (IID)

Required Activities: N/A

System Impacts: N/A

Approving Authority: Joint Resource Council

Lead Organization: Aviation Weather & Aeronautical Services Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Safety

Related Decision Points: [121] Final Investment Decision (FID) for AIM Segment 2 (2014 Q1)  
[828] Investment Analysis Readiness Decision (IARD) for AIM Segment 2 (2013 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 829 / 6

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Name: [832] Initial Investment Decision (IID) for CSS-Wx WP1

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Initial Investment Decision (IID) for CSS-Wx WP1

Target CY Date: 2013 Q1

Decision Type: Initial Investment Decision (IID)

Required Activities: N/A

System Impacts: N/A

Approving Authority: Joint Resource Council

Lead Organization: Aviation Weather & Aeronautical Services Programs

Supporting Orgs: None

Primary Roadmap: Weather

Related Roadmaps: Safety

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 832 / 6

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Name: [839] Investment Analysis Readiness Decision (IARD) for TFMS Remote Site TR

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for TFMS Remote Site TR

Target CY Date: 2013 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Decision Support Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: [853] Final Investment Decision (FID) for TFMS Remote Site TR (2013 Q4)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 839 / 3

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Name: [842] Investment Analysis Readiness Decision (IARD) for WP1 TCAS-2 Tech Refresh

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for WP1 TCAS-2 Tech Refresh

Target CY Date: 2013 Q1

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: N/A

System Impacts: N/A

Approving Authority: Joint Resource Council

Lead Organization: Program Management Organization

Supporting Orgs: None

Primary Roadmap: Aircraft

Related Roadmaps: None

Related Decision Points: [840] Final Investment Decision (FID) for WP1 TCAS-2 Tech Refresh (2014 Q1)  
[841] Strategy Decision to move forward on WP2 for UAS GA Collision Avoidance Approving Authority AJM-O (2017 Q1)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 842 / 3

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Name: [853] Final Investment Decision (FID) for TFMS Remote Site TR

State: Active

High Priority? No

Planning / Placeholder? No

Description: Final Investment Decision (FID) for TFMS Remote Site TR

Target CY Date: 2013 Q4

Decision Type: Final Investment Decision (FID)

Required Activities: N/A

System Impacts: N/A

Approving Authority: Joint Resource Council

Lead Organization: Decision Support Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: Air / Ground  
Enterprise Services

Related Decision Points: [839] Investment Analysis Readiness Decision (IARD) for TFMS Remote Site TR (2013 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 853 / 5

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Name: [854] Strategy decision to determine the future platforms and allocation of DSP functions

State: Active

High Priority? No

Planning / Placeholder? No

Description: This strategy decision will determine the future platforms and allocation of DSP functions including the potential for decommissioning of the legacy DSP system and reallocation of functions and incorporation within the TFDM, TFMS and/or TBFM platforms

Target CY Date: 2013 Q3

Decision Type: Strategy (Other)

Required Activities: N/A

System Impacts: N/A

Approving Authority: AJM-O

Lead Organization: Engineering Analysis

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 854 / 3

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Name: [862] Strategy decision to determine need for Oceanic Data Link Services contract re-compete

State: Active

High Priority? No

Planning / Placeholder? No

Description: Strategy decision to determine need for Oceanic Data Link Services contract re-compete

Target CY Date: 2013 Q2

Decision Type: Strategy (Other)

Required Activities: N/A

System Impacts: N/A

Approving Authority: AJM-31

Lead Organization: Communications, Information & Network Programs

Supporting Orgs: None

Primary Roadmap: Communications

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 862 / 2

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Name: [879] IARD for the VOR MON Implementation

State: Active

High Priority? No

Planning / Placeholder? No

Description: Investment Analysis Readiness Decision (IARD) for the VOR Minimum Operational Network (MON) Implementation Program

Target CY Date: 2013 Q2

Decision Type: Investment Analysis Readiness Decision (IARD)

Required Activities: N/A

System Impacts: N/A

Approving Authority: Joint Resource Council

Lead Organization: Navigation Programs

Supporting Orgs: None

Primary Roadmap: Navigation

Related Roadmaps: None

Related Decision Points: [511] Alternate Position, Navigation, and Timing (APNT) solution determined (2015 Q3)  
[880] FID for the VOR MON Implementation (2014 Q2)

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 879 / 2

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Name: [898] Baseline Change Decision (BCD) for IDS-R

State: Active

High Priority? Yes

Planning / Placeholder? No

Description: Baseline Change Decision (BCD) for IDS-R

Target CY Date: 2013 Q1

Decision Type: Baseline Change Decision (BCD)

Required Activities: None

System Impacts: None

Approving Authority: Joint Resource Council

Lead Organization: Air Traffic Management Programs

Supporting Orgs: None

Primary Roadmap: Automation

Related Roadmaps: None

Related Decision Points: None

Replaced By Decision Points: None

Related Assumptions: None

Related Systems: None

Update Date: 04-Feb-2013

ID / Revision: 898 / 4

