

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA0002	\$138,000	\$122,484	\$50,000

**TITLE:**

Display System Replacement (DSR)

**DESCRIPTION:**

The DSR program replaces 30-year old hardware and software radar displays used by enroute Air traffic controllers at the 20 air route traffic control centers (ARTCC) nationwide. The DSR receives data from the Host computer and the Enhanced Direct Radar Channel and formats it for display, providing a highly reliable interface to the National Airspace System for control of aircraft. It provides an interface capability with host computer system and direct access radar channel (DARC).

In December 1998, the Seattle ARTCC became the first center to declare operational readiness (ORD) for DSR. All 20 centers are to be equipped with DSR by May 2000.

**CONTACT:** Dan Watts, 202-366-4451

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA0005	\$11,700	\$18,200	\$20,500

**TITLE:**

AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)(ARA/AND) (Budget: 2B04 CIP:S01.02-00)

**DESCRIPTION:**

THIS PROJECT WILL IMPLEMENT A NEAR-TERM SOLUTION TO aid in the prevention of accidents resulting from RUNWAY INCURSION PREVENTION SYSTEM AT AIRPORTS WITH ASDE-3 RADAR. AMASS IS AN AUTOMATION ENHANCEMENT TO THE ASDE-3 RADAR THAT WILL PROVIDE AUTOMATICALLY GENERATED VISUAL AND AURAL ALARM ALERTS TO CONTROLLERS TO AID IN THE PREVENTION OF accidents resulting from RUNWAY INCURSIONS AND OTHER POTENTIAL UNSAFE CONDITIONS.

\$49K added by Y2K Program.

**CONTACT:** Mark Keehan, 202-267-8291 & Michael Huffman, 202-267-7676

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA0013	\$16,100	\$18,800	\$18,800

**TITLE:**

Automated Weather Observation System/Automated Surface Observing System (AWOS/ASOS)

**DESCRIPTION:**

ASOS - Original: Procures, installs, and deploys the automated surface observing system (ASOS) base systems.

ASOS - Preplanned Product Improvements (P3I): Provides pre-planned product improvements (P3I) for the automated surface observing system (ASOS). Installs national weather service

(NWS) system upgrades to maintain commonality of service level with FAA-owned systems. Provides user-requested sensor improvements and sensors such as freezing precipitation identification and snow depth. Provides improvements to systems as the result of shortcomings discovered during operational systems deployment.

ASOS - Backup Systems: Provides for manual backup equipment of certain sensors (wind direction and speed, altimeter, temperature and dew point). Ensures 100% availability of these parameters in the event of the failure of an automated surface observing system (ASOS).

ASOS - Additional Displays: Provides integrated displays for weather info for additional ATCT controller displays at automated surface observing system (ASOS) installations.

**CONTACT:** Dave Sankey, 202-366-8985, Steve Imbembo, 202-366-9908

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO016	\$23,862	\$24,200	\$24,800

**TITLE:**

Integrated Terminal Weather System (ITWS)

**DESCRIPTION:**

Integrated Terminal Weather System (ITWS) will provide storm growth and decay, runway winds Products, and ceiling and visibility. ITWS situation displays will be placed in tower cabs, Terminal radar approach control (TRACON) and associated air route traffic control center (ARTCC) facilities. This program will provide initial technical support, telecommunications, hardware, and software maintenance in addition to developing interfaces for center-terminal radar approach control automation system (CTAS) and standard terminal automation replacement system (STARS).

This program incorporates, in the Integrated Terminal Weather System (ITWS), the pre-planned product improvement (P3I) interfaces for center-terminal radar approach control automation system (CTAS) and standard terminal automation replacement system (STARS).

\$415K Y2K SUPPLEMENTAL CY99.

**CONTACT:** Claude Jones, 202-493-0139

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO023	\$100	\$120	\$120

**TITLE:**

INTEGRATED COMPUTING ENVIRONMENT - MAINFRAME AND NETWORK (ICE-MAN)  
[ARA/AIT]

**DESCRIPTION:**

THIS PROJECT IS THE FAA'S INITIATIVE TO CONTINUE MODERN, LARGE SCALE COMPUTING FOR ALL ADMINISTRATIVE ADP PROCESSING. THE ICE-MAN CONTRACT PROVIDES COMPUTER HARDWARE, SOFTWARE AND SERVICES NECESSARY FOR FAA MAINFRAME AND CLIENT SERVER RELATED PROCESSING FOR THE NEXT 8 YEARS. THE SERVICES ARE AVAILABLE TO AND BE USED BY THE OTHER MODAL ADMINISTRATIONS OF THE DEPARTMENT OF TRANSPORTATION. ICE-MAN WORK IS PERFORMED ON A

FEE-FOR-SERVICE BASIS RATHER THAN CENTRALLY FUNDED AS WAS CORN. F&E/OPS. THEREFORE, THE COSTS LISTED FOR THIS EFFORT ARE THE PROGRAM COSTS ASSOCIATED WITH RUNNING THIS MAJOR IT PROJECT. BELOW IS THE HISTORY OF THE ICE-MAN PREDECESSOR, CORN.

THE CORN CONTRACT, AWARDED TO ELECTRONIC DATA SYSTEMS (EDS) IN FEBRUARY, 1992 WAS RECOMPETED IN THE SPRING OF 1997 AS ICE-MAN, WITH AWARD TO THE US DEPARTMENT OF AGRICULTURE'S NATIONAL INFORMATION TECHNOLOGY CENTER IN KANSAS CITY, MISSOURI. THE CONTRACT IS FIXED PRICE AT APPROXIMATELY \$11,000,000 PER YEAR, PAID BY CUSTOMER CHARGEBACK.

**CONTACT:** Wilbert Laird, 202-262-9061

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00024	\$1	\$1	\$0

**TITLE:**

AIR TRAFFIC OPERATIONS MANAGEMENT SYSTEM (ATOMS)

**DESCRIPTION:**

The ATOMS initiative is part of the Corporate air Traffic Management Information System (CATMIS). The ATOMS initiative provides for a portion of the new IT infrastructure requirements for the CATMIS. The CATMIS provides performance information to FAA management and staff for decision-making, traffic planning and daily performance analysis of operations within the entire National Airspace System.

**CONTACT:** DIANA JONES 202-267-8294

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00025	\$4,500	\$28,000	\$2,000

**TITLE:**

HOST COMPUTER SOFTWARE SUPPORT (ATS/A0S)

**DESCRIPTION:**

THIS PROJECT IS THE PRINCIPAL MEANS OF MAINTAINING AND UPGRADING THE OPERATIONAL SOFTWARE ON THE HOST COMPUTERS IN 20 CONUS ARTCC'S AND THE FAA TECHNICAL CENTER. OPS APPROPRIATION.

THIS DESCRIPTION IS THE SAME ONE USED IN LAST YEAR'S PLANNING EFFORT. IT NEEDS TO BE UPDATED.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** Tom Mobley 202-267-7641, Grace Kelly

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00026	\$3,600	\$3,963	\$4,528

**TITLE:**

NATIONAL AVIATION SAFETY DATA ANALYSIS CENTER (NASDAC)

**DESCRIPTION:**

NASDAC will provide analysis and decision makers with high quality safety information/data resources and advanced analytical tools through the application of automation technology and rigorous data management procedures. NASDAC will include data from regulatory ASAS databases and from air traffic, airport, airway facilities and other government data sources for safety research. NASDAC has prototyped the integration of international database information and will serve a leadership role in the development of a global repository of safety data. This project is funded by F&E funds through FY-06.

**CONTACT:** WES TIMMONS 202-267-7011

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO029	\$4,255	\$4,340	\$4,384

**TITLE:**

AIRMEN/AIRCRAFT REGISTRY MODERNIZATION PROJECT (AVR/AFS)

**DESCRIPTION:**

Regulatory mandates have expanded the Registry's responsibilities and resulted in the need for modernized information systems to support a significantly increased workload. The Civil Aviation Registry was directed by the Drug Enforcement Assistance Act of 1988 (the Act) "to assist Federal, State, and local agencies involved in the enforcement of the nation's drug laws."

Accurate information is vital in determining the registered owner of an aircraft, identifying pilots, and verifying the authenticity of their the effectiveness of drug enforcement. The FAA initiated the Registry Modernization Program (RMP) to streamline document processing by acquiring new systems and updating existing systems.

**CONTACT:** MARK LASH 405-954-4331

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO030	\$1,000	\$650	\$700

**TITLE:**

AVIATION MEDICINE CERTIFICATION SYSTEM (AMCS) (AVR/AAM)

**DESCRIPTION:**

Provides development of medical certification automated subsystems, including the Aero medical Certification Subsystem (AMCS). Initial development of AMCS was completed in FY96. Feasibility and requirements studies were performed for the purpose of revising the DOS-based software to a windows environment and rehosting certification data from the CORN mainframe to a client-server, LAN -based environment.

**CONTACT:** Bill McAndrew, 493-5163

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO032	\$156,040	\$178,700	\$177,600

**TITLE:**

Standard Terminal Automation Replacement System (STARS)

**DESCRIPTION:**

This program deploys the standard terminal automation replacement system (STARS) using modern, commercially available equipment and an open architecture designed to solve existing capacity problems. Fields modular, common hardware and software units that can be tailored to the capacity requirements of a given facility. Deploys new controller workstations and back-room computer hardware to a variety of FAA facilities.

Program also provides a pre-planned product improvement (P3I) capability at standard terminal automation replacement system (STARS) installations. Accepts data link input into STARS, integrates ADS-B capability, and allows parallel runway monitor (PRM) input.

**CONTACT:** Henry Gonzalez, 202-264-3500

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO036	\$50	\$0	\$0

**TITLE:**

AUA OFFICE AUTOMATION (ARA/AUA)

**DESCRIPTION:**

CONTINUED DEVELOPMENT AND MAINTENANCE OF COMPUTER HARDWARE AND SOFTWARE FOR NETWORK AND WORKSTATION USE TO ACCOMPLISH THE OFFICE OBJECTIVES IN AN EFECIENT MANNER.

**CONTACT:** Robert Anderson, 202-493-0594

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO038	\$33,100	\$25,700	\$29,200

**TITLE:**

Operational and Supportability Implementation System (OASIS)

**DESCRIPTION:**

This program provides a leased service replacement of the current flight service automation system (FSAS), incorporating the interim graphic weather display system (IGWDS) and direct user access terminal (DUAT) functionalities. Replaces all FSAS hardware and software. Provides ongoing logistical and operational support.

**CONTACT:** Rudy Watkins, 202-366-4751

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO042	\$2,416	\$2,472	\$3,400

**TITLE:**

AVIATION SAFETY REPORTING PROGRAM (ASRS)

**DESCRIPTION:**

The FAA Aviation Safety Reporting Program (ASRP) was instituted April 18, 1975. The primary objective of the ASRP is to obtain all possible information that might assist the FAA in evaluating and enhancing the safety, security and efficiency of the National Airspace System (NAS). The

ASRP provides an avenue to pilots, air traffic controllers, flight attendants, mechanical and all users of the NAS to report to NASA's Aviation Safety Reporting System (ASRS) hazardous or potentially hazardous conditions. NASA's ASRS, an umbrella system of the ASRP, was implemented in April 1976 when the FAA determined that an objective, non-regulatory third party would serve as a more appropriate repository for voluntary reporting safety information. The ASRS collects and analyzes the aviation reports and notifies the FAA and industry possible or probable deficiencies and discrepancies in the NAS. The ASRP and ASRS strengthen the foundation of aviation human factors safety research. This is important since it is generally conceded that over two-thirds of all aviation accidents and incidents have their roots in human performance errors. The ASRP grants immunity to reporters. The immunity provided to reporters' carries several important limitations. The first is that it applies only to inadvertent violations. Deliberate non-compliance is excluded, as are accidents and actions resulting from a lack of qualifications or actions that are criminal in nature. Immunity may also not be extended if the reporter has been granted immunity in the past five years. Reporter immunity is also limited to a waiver of sanction. This means that, while an order of certificate action (suspensions or revocation) or civil penalty is generated, the actual penalty is waived. Since its inception the ASRS has received over 466,000 voluntary reports. In 1999 the FAA and NASA discussed, via a bi-weekly teleconference, 972 safety and security incidents.

**CONTACT:** MARK BLAZY 202-493-4619

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00043	\$400	\$412	\$424

**TITLE:**

OFFICE AUTOMATION PROGRAM (ASY)

**DESCRIPTION:**

The office automation program will most importantly provide connectivity for ASY staff to the data and analysis resources available in the NASDAC. Secondly, this project will provide for baseline utilities and statistical methods for everyday work analysis.

**CONTACT:** WES TIMMONS 202-267-7011

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00052	\$63	\$545	\$920

**TITLE:**

AVIATION MEDICAL SYSTEM (AVR/AMI-200A)

**DESCRIPTION:**

PRODUCE MEDICAL CERTIFICATES AND MAINTAIN DATABASE FILES OF MEDICAL CERTIFICATION AND EXAMINATION INFORMATION AND MEDICAL EXAMINERS FROM WHICH FORMS AND REPORTS ARE CREATED. FUNDS ARE REQUIRED TO SUPPORT USER REQUIREMENTS AND PROVIDE MAINTENANCE SUPPORT FOR THE SYSTEMS. FUNDING IS FROM THE OPERATIONS APPROPRIATION.

**CONTACT:** MARK ADAMS 202-366-1048

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO062	\$575	\$573	\$750

**TITLE:**

AVIATION MEDICINE SAFETY SYSTEMS DEVELOPMENT (AVR/AAM)

**DESCRIPTION:**

PROVIDES DEVELOPMENT OF MEDICAL SAFETY-RELATED AUTOMATION SUBSYSTEMS, INCLUDING THE CERTIFICATION DECISION SUPPORT SUBSYSTEM, AND THE COVERED POSITION DECISION SUPPORT SUBSYSTEM, THE OCCUPATIONAL HEALTH SUBSYSTEM, THE AVIATION MEDICAL EXAMINER SUBSYSTEM, THE AVIATION DRUG ABATEMENT PROGRAM SUPPORT SUBSYSTEM AND SUPPORT TO THE RESEARCH , ENGINEERING AND DEVELOPMENT ACTIVITIES OF THE CIVIL AEROMEDICAL INSTITUTE. FUNDING FOR THESE PROJECTS ARE IDENTIFIED UNDER ASAS F AND E, OPERATIONS, AND RESEARCH ENGINEERING AND DEVELOPMENT (RE AND D) APPROPRIATIONS FOR FY97 THROUGH FY2002.

**CONTACT:** MARK ADAMS 202-366-1048

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO063	\$250	\$432	\$820

**TITLE:**

AVIATION MEDICINE WORK STATION REPLACEMENT (AVR/AAM)

**DESCRIPTION:**

THE OFFICE OF AVIATION MEDICINE (AAM) OFFICE AUTOMATION TECHNOLOGY PLAN PROVIDES WORK STATIONS, SERVERS, AND RELATED SOFTWARE FOR CONNECTIVITY CAPABILITY THROUGHOUT HEADQUARTERS AND THE REGIONS. A PERCENTAGE OF AAM'S HARDWARE AND SOFTWARE REQUIRE REPLACING OR UPDATING ON AN ANNUAL BASIS. REPLACEMENT OF OFFICE AUTOMATION EQUIPMENT MUST OCCUR EVERY 4 TO 6 YEARS. AAM PLANS TO REPLACE OR UPGRADE ANTIQUATED AND MALFUNCTIONING HARDWARE AND SOFTWARE AS FUNDS BECOME AVAILABLE. FUNDING FOR THIS PROJECT IS IDENTIFIED UNDER ASAS F AND E AND OPERATION APPROPRIATIONS FOR FY97 THROUGH FY-2002

**CONTACT:** MARK ADAMS 202-366-1048

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO064	\$23,096	\$6,155	\$6,771

**TITLE:**

VOICE TELECOMMUNICATIONS SYSTEM (VTS) (ATS/AOP)

**DESCRIPTION:**

Administrative voice switch services at air route traffic control centers (ARTCCs) and regional offices.

**CONTACT:** JOHN WILSON 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO070	\$11,468	\$11,067	\$11,620

**TITLE:**

TELECOMMUNICATIONS INFORMATION MANAGEMENT SYSTEM (TIMS) (ATS/AOP)

**DESCRIPTION:**

Technical services, maintenance, and HW/SW upgrades for network servers. General working agreement with VOLPE for database management, maintenance, and end-users support, for the telecommunications ordering and circuit provisioning system. TIMS Upgrade and maintenance to meet the anticipated shared platform of new systems such as REGIS and Cost Accounting System (CAS). General working agreement with VOLPE for operational telecommunications support including ITS, LINCIS, FICS21 (FTI), and FAATSAT. This support management and maintenance of Telecommunications Management System (TELMS).

**CONTACT:** JOHN WILSON 202-493-5923 fax 202-863-2838

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO071	\$2,123	\$903	\$948

**TITLE:**

VIDEO TELECONFERENCE SYSTEM (ATS/AOP)

**DESCRIPTION:**

THIS SYSTEM WILL ALLOW POINT TO POINT AND MULTIPOINT BROADCAST VIDEO TELECONFERENCE SESSIONS BETWEEN FAA LOCATIONS AND BETWEEN FAA LOCATIONS AND DOD FACILITIES. THE SYSTEM WILL SUPPORT DECISION MAKING WITHIN THE ORGANIZATION BY PROVIDING TECHNOLOGY AT THE HEADQUARTERS AND REGIONAL OFFICE LOCATIONS.

THIS PROJECT IS FUNDED WITH OPERATION FUNDS.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** JOHN WILSON 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO072	\$1,764	\$1,000	\$1,429

**TITLE:**

AGC INFORMATION RESOURCE MANAGEMENT SYSTEM (IRMS)

**DESCRIPTION:**

THE OFFICE OF THE CHIEF COUNCIL (AGC) IS RESPONSIBLE FOR REPRESENTING THE AGENCY, THE ADMINISTRATOR, AND THE HEADS OF OFFICES AND SERVICES IN LEGAL MATTERS AND ADMINISTRATIVE PROCEEDINGS, INCLUDING LITIGATION CLAIMS RESULTING FROM AIRCRAFT ACCIDENTS, CERTIFICATION AND CIVIL PENALTY ENFORCEMENT ACTIONS, FREEDOM OF INFORMATION ACT CLAIMS, AIRPORT ACCESS CASES, SUITS AGAINST INDIVIDUAL AGENCY EMPLOYEES, AND CONTRACT CLAIMS. IN

ADDITION, AGC HANDLES OTHER LEGAL ISSUES INVOLVING GENERAL LAW, CONGRESSIONAL AND LEGISLATIVE MATTERS, PROCUREMENT, PERSONNEL, AIRPORT ACCESS/ENVIRONMENT, AND AIRPORT SLOT MANAGEMENT AND SCHEDULING MATTERS.

AGC'S INITIATIVES ARE DESIGNED TO MEET AN EVER INCREASING DEMAND FOR HIGHER QUALITY SERVICE TO CUSTOMERS, AND INCREASED INFORMATION DEMANDS/ACCESS, IN AN ERA OF CONSTRAINED BUDGETS AND DECREASING WORKFORCES. THE SYSTEMS PROVIDE SUPPORT FOR MISSION ACTIVITIES, E.G., OFFICE AUTOMATION SUPPORT, SYSTEMS MANAGEMENT, TELECOMMUNICATIONS, APPLICATIONS TO SUPPORT BUSINESS STRATEGIES, GOALS, AND IMPLEMENTATION OF MISSION RELATED OBJECTIVES; LEXIS/NEXIS TIMESHARING ( CASE LAW AND MEDICAL RESEARCH TOOLS) AND DOT DOCKET MANAGEMENT SYSTEM (REPOSITORY FOR FAA RULEMAKING DOCKETS). CRITICAL MISSION-SPECIFIC APPLICATIONS MANAGED UNDER THESE SYSTEMS INCLUDE CIVIL PENALTY ASSESSMENT PROGRAM, SLOT MANAGEMENT AND SCHEDULING PROGRAMS, REGULATORY TRACKING, LITIGATION TRACKING, CASE MANAGEMENT SYSTEMS, AND FINANCIAL BUDGET PROGRAMS, AND OTHER SPECIALIZED FUNCTIONS DESIGNED TO FULFILL OUR REQUIREMENTS WITH REGARD TO THE AGENCY'S GOALS, MISSIONS, AND OBJECTIVES. ADMINISTRATIVE APPLICATIONS MANAGED UNDER THIS SYSTEM INCLUDE E-MAIL, WORD PROCESSING, CORRESPONDENCE CONTROL, AND A VARIETY OF GENERAL PURPOSE PC SOFTWARE APPLICATIONS (SPREADSHEETS, DATABASES, GRAPHICS, PROJECT TRACKING, ETC.).

**CONTACT:** DEBORAH E. SWANK (202) 267-3214

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00073	\$4,065	\$4,140	\$4,305

**TITLE:**

INTEGRATED PERSONNEL PAYROLL SYSTEM (IPPS) - AHR/M-10/TASC

**DESCRIPTION:**

IPPS was originally planned as a 3-year, 5-phase DOT effort to replace CPMIS as well as the Consolidated Uniform Payroll System (CUPS) and their associated feeder systems, with a single mainframe system.

Phase I of IPPS introduced in 1995 a new Management Information Reporting (MIR) System to make personnel data available to personnel offices. Phase 2 introduced front end processing for personnel actions, training administration, and time and attendance reporting. Further development was terminated by OST in 1996 due to cost and schedule overruns. Cost since then have been for maintenance only.

IPPS will be replaced by the New Automated Personnel and Payroll System by 2003.

**CONTACT:** Sylvia Lynch, SVC-162/TASC/DOT, 202-366-6067

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00078	\$900	\$945	\$1,193

**TITLE:**

SELECTIONS WITHIN FASTER TIMES (SWIFT) - AHR

**DESCRIPTION:**

SWIFT (Selections Within Faster Times) is part of the FAA's efforts to modernize personnel processing using state-of-the-art automation and the flexibilities granted to the agency under Personnel Reform. It gives operating personnel specialists, as well as administrative support staffs, supervisors, and managers in Lines of Business throughout the agency, access to on-line processing and decision support systems. SWIFT systems include PDLibrary--an on-line, searchable library of standardized position descriptions, pre-approved for use nationwide, REVAMP--a series of automated templates for creating vacancy announcements and posting them on the internet, and CAPS--an automated rating, ranking, and referral list generating system for screening applicants and making selections. SWIFT is designed to work with the FAA's new automated personnel and payroll systems to provide a comprehensive HR

**CONTACT:** Patricia A. Pierce, AHP-100, 425-227-2024

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00081	\$8,539	\$10,369	\$10,887

**TITLE:**

AGENCY DATA TELECOMMUNICATIONS NETWORK (ADTN2000)

**DESCRIPTION:**

Wide area network (WAN) service for local area networks (LANs), application host and servers, Intranet web sites, dial-up users and dedicated workstations, including AT services, etc.

**CONTACT:** John Wilson, 202-314-7773,

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00082	\$1	\$1	\$1

**TITLE:**

AIRWAY FACILITIES CORPORATE INFORMATION MANAGEMENT SYSTEM (CIMS)  
(ATS,AAF-60), NASMAP

**DESCRIPTION:**

THE GOAL OF CIMS IS SUPPORT OF THE ATS MISSION THROUGH CORPORATE INFORMATION MANAGEMENT THAT REDUCES WORKLOAD, SUPPORTS DECISION PROCESSES, AND MAXIMIZES RETURN ON INVESTMENTS THAT IS NECESSARY TO PROVIDE INFORMATION TO ATS DECISION MAKER. THE OBJECTIVES OF THE CIMS ARE:

1. IDENTIFICATION OF DATA SOURCES
2. ACCESS TO DATA ACROSS SYSTEMS
3. IMPROVEMENT OF DATA QUALITY
4. STANDARDIZATION OF CORPORATE DATA ELEMENTS

- 5. REDUCTION OF REDUNDANT EFFORTS ACROSS SYSTEMS AND ORGANIZATIONAL ELEMENTS
- 6. INTEGRATED REGIONAL INFORMATION SYSTEM (REGIS)

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** Deb Carlson, AAF-60, 202-267-8931

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO083	\$3,124	\$3,600	\$3,800

**TITLE:**

ATS LOCAL AREA NETWORKS & WIDE AREA NETWORKS

**DESCRIPTION:**

PROVIDE COMPUTER AND NETWORK MAINTENANCE AND SERVICES AT ALL ATS Headquarters ORGANIZATIONAL LEVELS. THIS PROGRAM COVERS THE CONTRACT SERVICES NECESSARY TO MAINTAIN, OPERATE, AND MANAGE THE CURRENT NETWORKS. THIS IS AN AGGREGATE TOTAL FOR ALL OF AF.

THIS INITIATIVE IS FUNDED WITH OPERATIONAL FUNDS.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** MIKE SCHNEIBLE 202-267-9638 fax 202-267-9638

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO084	\$10	\$1	\$1

**TITLE:**

INSTRUMENT APPROACH PROCEDURES (IAP) AUTOMATION (ATS, AVN) (BUDGET: 2D12 CIP: A-14)

**DESCRIPTION:**

Provides a computer program of tools for the use in the development of new and maintenance of current Standard Instrument Approach Procedures (SIAPs). Provides a means of reducing the time it takes to develop SIAPs, reduces the time needed to respond to general public requests, reduces the number of mathematical errors, and standardizes the output product. Support a central database of SIAPs composed of all the required 8260.xx forms defining Instrument Approach Procedures (IAP). Support a central database of Digital Sectional (1:500,000 scale), Quadrangle (1:100,000 scale) and Digital Terrain Elevation Data (DTED)

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** Ron Witt 405-954-5885

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00086                   \$400                   \$0                   \$0

**TITLE:**

MAINTENANCE MANAGEMENT SYSTEM (MMS) EXECUTIVE NODE (ATS/AOP)

**DESCRIPTION:**

THE MAINTENANCE MANAGEMENT SYSTEM (MMS) RESIDES ON THE EXECUTIVE NODE AND PROVIDES FAA MANAGEMENT WITH DATA ON THE PERFORMANCE OF THE NAS FACILITIES AND SERVICES. THIS PROJECT FUNDS THE PERSONNEL AND COMPUTER OPERATION EXPENSES FOR THE EXECUTIVE NODE.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:**    JOHN WILSON 202-314-7773, 5923

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00088                   \$500                   \$500                   \$500

**TITLE:**

OBSTRUCTION EVALUATION ANALYSIS PROGRAM (ATS/ASR)

**DESCRIPTION:**

THE OBSTRUCTION EVALUATION ANALYSIS PROGRAM SUPPORTS BOTH INDUSTRY AND FAA REQUIREMENTS WHEN SIGHTING BROADCAST STATIONS UNDER PART 77 OF THE CODE OF FEDERAL REGULATIONS. THE BROADCAST COMMUNITY USES THIS PROGRAM IN THE PRELIMINARY SELECTION OF NEW OR RELOCATED FACILITIES PRIOR TO FILING NOTICES OF PROPOSED CONSTRUCTION OR ALTERATION (FAA FORM 7460-1). THE FAA USES THE PROGRAM WHEN REVIEWING THE FAA FORM 7460-1 AS WELL AS IN THE SITTING OF AIR/GROUND COMMUNICATIONS FACILITIES AND NAVIGATIONAL AIDS. THE OBSTRUCTION EVALUATION ANALYSIS PROGRAM IS BEING UPDATED WITH ADDITIONAL CAPABILITIES AND TO ALIGN MORE CLOSELY THE RESULTS WITH MEASURED DATA.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:**    JERROLD B. SANDORS 202-267-9720 fax 202-267-5901

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00096                   \$1,500                   \$4,000                   \$5,500

**TITLE:**

RESOURCE TRACKING PROGRAM (RTP) (ATS,ANS)(Replaces the Regional Project Mgt. Sys. (rpms))

**DESCRIPTION:**

The RTP provides automated data input to other systems, which previously required 30 work years annually of manual data inputting. In addition, the RTP provides tools for approximately 2000 regional engineers, technicians, budget analysts and contractors. As the principal F&E system for project management and control, RTP impacts all Capital Investment Plan (CIP) programs in the area of resource requirement estimates. The RTP provides important data collection functions such as:

Logistics systems automatic receipt of bill of material requirements from the RTP.

The regional input to the Material Delivery Forecast Module (MDFM).

Several DAFIS inputs including labor inputs, project setups and project completion's.

Export of the project funding details to the TSSC UNITRACK.

F&E budget preparation and submission

F&E budget execution and related reports to Congress.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** GLADYS CLAYTON 202-267-7798 fax 202-267-5107

OA:	INITIATIVE ID:	FY-2000:	FY-2001:	FY-2002:
FAA	FAAO097	\$1,000	\$1,000	\$495

**TITLE:**

SPECTRUM ENGINEERING AUTOMATION PROGRAM (ATS/ASR)

**DESCRIPTION:**

THE SPECTRUM ENGINEERING AUTOMATION PROGRAM SUPPORTS THE ENGINEERING AND MANAGEMENT REQUIREMENTS OF THE OFFICE OF SPECTRUM POLICY AND MANAGEMENT AS WELL AS THE REGION FREQUENCY MANAGEMENT OFFICES (FMO). THE SYSTEM PROVIDES CONNECTIVITY TO THE GOVERNMENT MASTER FILE OF FREQUENCY ASSIGNMENTS MAINTAINED BY THE NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION THAT ALLOWS THE FAA TO LICENCE ALL THE RADIO FREQUENCY TRANSMITTERS USED IN FAA OPERATIONS. THE SPECTRUM ENGINEERING AUTOMATION PROGRAM CONTAINS NUMEROUS ENGINEERING MODELS, PROVIDES DATA TO SUPPPORT THE OBSTRUCTION EVALUATION ANALYSIS PROGRAM, AND WILL ENABLE THE ARTCC'S TO ELECTRONICALLY COORDINATE AIRSPACE CHANGES WITH REGIONAL FMO'S.

This is a level of effort project with no defined start or end. Life Cycle Cost are based on 5 year average of the next 5 years. FY to FY+5.

**CONTACT:** JERROLD B. SANDORS 202-267-9720 fax 202-267-5901

OA:	INITIATIVE ID:	FY-2000:	FY-2001:	FY-2002:
FAA	FAAO098	\$2,000	\$2,050	\$2,250

**TITLE:**

NETWORK/END-USER SUPPORT (ARA/ACT)

**DESCRIPTION:**

Contractor support and licenses for ongoing maintenance and upgrading of the Technical Center LAN, desktop support services, help desk and electronic mail support.

**CONTACT:** SHELLEY YAK (609) 485-6728

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO100	\$1,019	\$1,100	\$1,450

**TITLE:**

NATIONAL/LOCAL APPLICATIONS SYSTEMS MAINTENANCE/DEVELOPMENT

**DESCRIPTION:**

This effort provides the Technical Center with national and local applications system development and maintenance for all agency platforms. This currently includes the Iceman platform, LAN/PC platform and Internet/Intranet platform. R&D funding. (FAA-DOT14.7; FAA-SP7.5)

**CONTACT:** ERNST SEIDER (609) 485-6455

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO101	\$2,065	\$62,200	\$12,500

**TITLE:**

ENTERPRISE-WIDE ELECTRONIC MAIL [ARA/ASU]

**DESCRIPTION:**

IMPROVE THE MESSAGE DIRECTORY STRUCTURE BY REENGINEERING THE AUTOMATIC DIRECTORY ENTRY SYSTEM. MANAGE, MAINTAIN, AND UPGRADE THE E-MAIL SYSTEM SO THAT IT PROVIDES SUPPORT FOR THE AGENCY'S MIGRATION TO THE NEXT GENERATION MESSAGING SYSTEM AND DOT's X.500/509 INITIATIVE. The Next Generation Messaging System Program (NextGen) will replace the current enterprise-wide messaging application with the next generation messaging system.

**CONTACT:** Gil Bouyett, 202-267-3564

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO102	\$400	\$0	\$0

**TITLE:**

EXECUTIVE INFORMATION SYSTEMS -- CORPORATE INFORMATION PROGRAM

**DESCRIPTION:**

THIS IS AN OPERATIONAL SYSTEM TO PROVIDE AGENCY EXECUTIVES AND MANAGERS WITH ACCESS TO INFORMATION ON AGENCY PERFORMANCE, FINANCIAL STATUS AND AGENCY OPERATIONS. OPERATING COSTS ARE FOR IN-HOUSE STAFF TO OPERATE, MAINTAIN AND EVOLVE THE SYSTEM.

**CONTACT:** STEVE HOPKINS 202-267-8160

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAAOO106                           \$85                           \$80                           \$80

**TITLE:**

INFORMATION TECHNOLOGY CONTRACT SERVICES (ITCS)/OFFICE AUTOMATION [ARA/AIT]

**DESCRIPTION:**

Serve as central coordinator and purchaser of IT hardware, software, and adaptive technology THROUGH THE INFORMATION TECHNOLOGY OFFICE SERVICES (ITOS), NASA SCIENTIFIC AND ENGINEERING WORKSTATION PROCUREMENT (SEWP), GSA ADVANTAGE, GOVERNMENTWIDE AGENCY CONTRACTS (GWAC), AND DOT INFORMATION TECHNOLOGY OMNIBUS PROCUREMENT (ITOP). CUSTOMERS THROUGHOUT FAA AND THE DEPARTMENT OF TRANSPORTATION CAN contact this office to obtain technical specs and order FROM THESE CONTRACT VEHICLES.

**CONTACT:**     Regina Fletcher, 202-267-7806

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAAOO113                           \$163                           \$264                           \$290

**TITLE:**

CENTRALIZED TRAVEL TRAINING MANAGEMENT SYSTEM (CTTMS)

**DESCRIPTION:**

THE FAA NEEDS TO PROVIDE TIMELY AND RELIABLE DATA TO SUPPORT THE MANAGEMENT OF TRAINING TRAVEL DOLLARS FOR TECHNICAL TRAINING FOR THE AGENCY. THE CTTMS USES QUOTA AND ENROLLMENT INFORMATION FROM THE CENTRALIZED PERSONNEL MANAGEMENT INFORMATION SYSTEM (CPMIS) AND TRAVEL OBLIGATION INFORMATION FROM THE DEPARTMENTAL ACCOUNTING FINANCIAL INFORMATION SYSTEM (DAFIS) TO MANAGE THE DOLLARS REQUIRED TO SUPPORT THE TRAINING TRAVEL.

\*\*\*\*\*THE DOLLARS PROVIDED ARE FROM THE FY-96 PLAN - NO DOLLARS WERE PROVIDED IN THE FY-97 PLAN - ADDITIONS WERE MADE TO REFLECT THE DOLLARS IN FY-02\*\*\*\*\*

**CONTACT:**     JUDY LYDE 405-954-8562

**OA:**           **INITIATIVE ID:** **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAAOO116                           \$150                           \$205                           \$200

**TITLE:**

EMPLOYEE EXPRESS (EE) - AHR

**DESCRIPTION:**

FAA joined a consortium of Federal agencies to develop the Employee Express (EE) system. EE gives employees the power to change the data in their personnel and payroll records in matters for which they have discretion. Nine modals within the Department of Transportation have joined FAA in using this innovative automated system. Life cycle cost estimates assume 10-year life cycle.

**CONTACT:**     Vi Garland, AHP-100, 202-267-9998

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO150	\$22,700	\$32,900	\$35,900

**TITLE:**

Aeronautical Data Link (ADL) (does not include TDLS)

**DESCRIPTION:**

Aeronautical Data Link has been identified by the aviation industry as a source of significant user benefits, and as the key enabling technology for "Free Flight". Today's air traffic control system is taxed by the ever increasing levels of air traffic and the limitations imposed by congested voice communications. This program provides the infrastructure to establish data connectivity and facilitate the effective exchange of controller-pilot communications and Flight Information Services (FIS) using digital technology. Evolution of the current air traffic control system to support "Free Flight" requires high levels of airborne and ground system automation integration.

This capability can only be achieved through data link. Traffic flow management programs such as the User Request Evaluation Tool (URET), Center/TRACON Automation System (CTAS), and other next-generation programs such as Surface Movement Advisor (SMA) require the communications functionality provided by the ADL program. The Aeronautical Data Link Decision Support System Services (DSSS) Project identifies and resolves the technical issues associated with integrating data link functionality with these tools. En Route CPDLC will provide two-way exchange of data link Air Traffic Control (ATC) messages between ground and air via a service provider sub network. The first implementation phase will incorporate limited CPDLC capabilities into controller displays, keyboards, and procedures, in order to provide an initial, fully integrated data link communications capability. Subsequent Data Link implementation phases will support two-way digital exchange of ATN-compliant ATC messages between ground and air and provide a fully integrated digital data link communications capability. CPDLC software in the Host Computer System and Data Link Applications Processor (DLAP) will provide ATN functionality and compliance, enabling the transmission of ATC clearances and information to ATN-equipped aircraft as well as providing the ground end system.

The Graphical Weather Service (GWS) will provide, via data link, an initial graphic and text weather product dissemination capability to the cockpit. This service capitalizes on existing FAA investments and infrastructure. This will be achieved by rehosting software previously developed for the data link processor (DLP-2) system onto a Commercial Off The Shelf (COTS) platform

**CONTACT:** Mike Hawthorne, 202-493-4700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO151	\$16,530	\$1,900	\$1,800

**TITLE:**

DATA MULTIPLEXING NETWORK (DMN) (ARA/AND) (CIP-11)

**DESCRIPTION:**

The DMN provides the National Airspace System (NAS) with state-of-the-art data communications technologies for cost-effect point-to-point data transmissions. These technologies include data multiplexing, which significantly increases telecommunication circuit

by combining several communications requirements over a single leased line; and automated network monitoring and control, which enables the identification of failed network elements from central locations and allows real-time circuit restoral.

**CONTACT:** Derek Bigelow, 202 493-5950

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO152	\$0	\$0	\$0

**TITLE:**

EMERGENCY TRANSCEIVER REPLACEMENT (TRP) (ARA/AND) (CIP-10)

**DESCRIPTION:**

The Emergency Transceiver Replacement program provides portable UHF/VHF transceivers, with the capacity to provide sustained operation of at least 30 minutes from internal batteries or continuous operation from external AC or DC power sources. These units provide emergency Air/Ground Communication at towers, and TRACONS in case of catastrophic power or communications failure as when fire or other disaster forces evacuation of the facility.

**CONTACT:** Derek Hamilton, 202-493-4816

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO154	\$1,000	\$4,700	\$4,800

**TITLE:**

NAS RECOVERY COMMUNICATIONS (RCOM) (ARA/AND) (C-18)

**DESCRIPTION:**

This project supports Executive Orders 12472 and 12656, and National Security Decision Directives 47, 97, 145, 180, 286 and 314. This project ensures the existing National Radio Communication System (NARACS) remains fully capable of establishing minimum essential command and control communication necessary to direct the management, operation, and reconstitution of the NAS in support of the FAA/DOT mission during a national, regional, and /or local emergency in the event the normal common carrier telecommunication/landline connectivity between NAS facilities is interrupted. The RCOM project will provide improved NARACS emergency communications essential during and after earthquakes, hurricanes and tornadoes. This improved emergency communications network will continue to save flying hours for FAA flight inspection aircraft. The communications network plan for RCOM is designed to better serve emergency communications, which includes routine daily communication activities for aviation security, accident investigation, and dispatching and redirecting airway facilities maintenance technicians and supplies. The initial mission of this project is to complete the existing NARACS network and subsequently establish and/or improve the necessary redundancy, mobility, connectivity, interoperability, and restorability to obtain survivability of FAA telecommunications during conditions of crisis or national emergency.

**CONTACT:** Dave Kuraner, 202-493-4817

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00155	\$6,100	\$12,200	\$25,700

**TITLE:**

NEXT GENERATION VHF AIR/GROUND COMMUNICATIONS (NEXCOM) (Segment 1)  
(ARA/AND) (CIP-21)

**DESCRIPTION:**

Air/Ground (A/G) communications is the most fundamental, essential and safety critical element of the Air Traffic Control (ATC) System. The very high frequency (VHF) and ultra high frequency (UHF) A/G communication links necessary to support all phases of flight for en route, terminal, and flight service operational environments are provided by an infrastructure consisting of approximately analog 46,000 radio units installed at nearly 4,000 sites. The continuous growth in air traffic, along with the introduction of new services (such as the broadcast and transmission of new weather services), has driven a proportional demand (approximately 4%/year) for new A/G communications frequency assignments (channels) that can no longer be satisfied with the available spectrum in high density areas. The lack of available spectrum for new radio channels will preclude the addition of new ATC sectors, runways, and other A/G services needed to maintain the efficiency and effectiveness of the NAS. This inability to enlarge and adjust the NAS to accommodate air traffic growth will result in unacceptable delays for the system users and increase the potential for safety related incidents. In addition, the existing A/G radios are expensive to maintain, have no data link capability, are susceptible to radio frequency interference, and have no security against unauthorized users and channel blockage.

Approach/Scope: The NEXCOM program will implement a digital radio system using a Time Division Multiple Access (TDMA) format that will relieve the spectrum congestion problem, afford additional channel control and security, and provide the capability for A/G data link. The program will be implemented in three segments. Segment One addresses the High and Ultrahigh ATC voice channels in the en route environment. New digital multimode remote site equipment will be deployed beginning in 2002 that will operate in the current analog mode until the users can equip with the new avionics (2007), when a sector by sector cutover will begin. Segment One will be completed in 2010. Segment Two (2007-2010) adds the Ground Network Interface (GNI) and Telco lines necessary to provide data link capability to all the en route channels converted to digital voice in Segment One. Segment Three implements both digital voice and data capability in the high density terminal areas, and provides for the replacement of all remaining VHF and UHF radios and associated equipment. In addition to implementing the new technology, NEXCOM must assume the growth and sustainment responsibility currently addressed by the legacy A/G programs as those programs expire.

**CONTACT:** Mike Shveda, 202-267-8898

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00159	\$44,500	\$23,953	\$24,625

**TITLE:**

Voice Switching and Control System (VSCS)

**DESCRIPTION:**

This program provides air/ground and ground/ground voice switching and communications capabilities at air route traffic control center (ARTCC) facilities.

**CONTACT:** Nancy Chapman

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO160	\$4,500	\$5,600	\$5,700

**TITLE:**

SUSTAINING BACKUP EMERGENCY COMMUNICATIONS (BUEC) (ARA/AND) (CIP-09)

**DESCRIPTION:**

The existing backup emergency communications (BUEC) system has been consistently identified as one of the most urgent maintenance and logistics problem in the NAS. The present BUEC system for air route traffic control centers (ARTCCs) was initially installed in the late 1960s. The decreasing availability of spare parts and the associated maintenance problems with the thirty-year-old BUEC equipment have resulted in an unacceptable growth in support costs.

Spare parts utilizing the older technology can no longer be procured. Expensive re-engineering efforts have been necessary to fit new parts into the existing BUEC equipment. The FAA Logistics Center (FAALC) estimates this cost will increase 13% per year due to re-engineering efforts alone. These FAALC costs are in addition to more frequent trips to BUEC sites by regional technicians due to increasing mean-time-to-repair (MTTR) of the old BUEC equipment. Outages due to the non-availability of spare parts are also becoming more frequent.

Using commercially available equipment, the BUEC program will replace the existing emergency back up communications systems at twenty ARTCCs with reliable and supportable VHF and UHF transmitters and receivers, radio control equipment, and antennas. The transmitters, receivers, radio control equipment, and antennas will be procured from existing

**CONTACT:** Dieter Thigpen, AND-340

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO161	\$5,778	\$4,578	\$4,678

**TITLE:**

PORTABLE PERFORMANCE SUPPORT SYSTEM (PPSS) (ARC/ANM200)

**DESCRIPTION:**

THE PPSS AKA THE PERFORMANCE ENHANCEMENT SYSTEM (PENS) AND NOW KNOWN AS THE ON-LINE AVIATION SAFETY INSPECTION SYSTEM (OASIS) PERMITS FLIGHT STANDARDS (AFS) FIELD INSPECTORS TO ACCESS THE MOST CURRENT REGULATIONS AND AVIATION SAFETY INFORMATION EASILY AND EXPEDITIOUSLY FROM A VARIETY OF DATA BASES. INSPECTORS ACCOMPLISH THIS USING LAPTOP DEVICES IN DISPERSED GEOGRAPHIC LOCATIONS WITHOUT HAVING TO RETURN TO THEIR HOME OFFICE. THE INFORMATION, CONTAINED IN NUMEROUS REFERENCE MATERIALS, IS REQUIRED

WHETHER INSPECTING AN AIR OPERATOR, AIRCRAFT, AN AIR AGENCY OR AN AIR PERSON. THE CAPABILITY TO RECORD INSPECTION INFORMATION AT THE INSPECTION LOCATION HELPS ASSURE MORE ACCURATE AND TIMELY DATA INTO SAFETY DATA BASES THAN WAS PREVIOUSLY POSSIBLE; AND THUS, IS A KEY COMPONENT OF DATA QUALITY. DATA QUALITY PLAYS A MAJOR ROLE IN THE SUCCESS LEVEL OF STATE-OF-THE-ART DECISION SUPPORT SYSTEMS SUCH AS THE SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS).

**CONTACT:** Dave Soucie, 303-342-1147

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO162	\$3,400	\$3,200	\$4,900

**TITLE:**

RADIO CONTROL EQUIPMENT (RCE) (ARA/AND) (CIP-04)

**DESCRIPTION:**

This project replaces present radio signaling and tone control equipment and improves operational performance and reduces maintenance costs. The new control equipment will eliminate operational deficiencies and improve air-ground communications services. This equipment will be used for controlling radio assets at remote center air/ground communications facilities (RCAG), remote transmitter/receiver (RTR), and remote communications outlet (RCO) facilities.

The existing tone control equipment incorporates obsolete tube/relay devices that have functional system deficiencies, such as push-to-talk keying delays, false transfers of equipment, no main/standby equipment status read back, improper impedance switching, and low unit reliability. The existing system is not transparent to user demands and reconfigurations, which leads to lowered productivity and inefficiency. The new equipment must meet current and future requirements of air route traffic control centers (ARTCC), terminal radar approach control (TRACON) facilities, Air Traffic Control Towers (ATCT), and automated flight service stations (AFSS).

The first phase is replacement of obsolete tube/relay and solid state/relay devices. This effort is complete. The second phase is ARTCC expansion and TRACON consolidation requirements. The final RCE replacement requirements will satisfy the interfaces with the voice switching and control equipment (VSCS) and radio interfaces at the RCAGs, RTRs, and RCOs. RCE replacement hardware has been procured.

**CONTACT:** Dieter Thigpen, 202-493-4822

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO163	\$1,264	\$949	\$750

**TITLE:**

LAN/WAN PROJECT (AVR/AFS)

**DESCRIPTION:**

: THE CERTIFICATION AND REGULATION (AVR) LINE OF BUSINESS, INCLUDING THE FLIGHT STANDARDS SERVICE, NEEDS TO PROVIDE ACCURATE, TIMELY, ACCESSIBLE, AND RELIABLE DATA FOR USE BY ITS WORK FORCE IN AN INTEGRATED, STRATEGIC PROCESS. THE LAN/WAN PROJECT WILL IMPLEMENT AN AVR-WIDE AREA NETWORK TO SUPPORT BUSINESS FUNCTIONS, SUPPORT ACTIVITIES AND CONTINUED DEVELOPMENT OF BUSINESS MODELS. THE NETWORK HAS BEEN INSTALLED USING THE ADTN2000 BACKBONE AS THE CORE NODES WITH CONNECTIVITY TO FIELD OFFICES.

THIS INITIATIVE IS REQUIRED TO ASSURE THAT A FULLY INTEGRATED COMMUNICATIONS SYSTEM IS MAINTAINED AND UPGRADED WITHIN THE CERTIFICATION AND REGULATION LINE OF BUSINESS. FUNDS WILL BE USED TO: 1.) ACQUIRE AND DEPLOY CIRCUITS AND ROUTERS FOR NEW AVR GEOGRAPHICALLY REMOTE SITES, 2.) ACQUIRE AND DEPLOY CIRCUITS AND ROUTERS FOR AVR GEOGRAPHICALLY REMOTE SITES WHICH MOVE TO DIFFERENT LOCATIONS, 3.) UPGRADE CIRCUITS TO MEET THE NEEDS OF NEW APPLICATIONS THAT CRITICALLY RELY ON THE WAN. INTERCONNECTIVITY WILL PROVIDE THE MOST EFFICIENT USE OF RESOURCES THAT ARE TO BE LEVERAGED AMONG ALL THE SERVICES/OFFICES WITHIN AVR. IF NOT FUNDED, AVR WILL HAVE TO RELY ON OTHER COMMUNICATIONS METHODS WHICH ARE EITHER SLOW OR NOT SPECIFLY APPLICABLE TO THE WAY APPLICATIONS WERE DESIGNED WHICH WOULD REQUIRE APPLICATION REDESIGNS. IN ADDITION DATA WILL NOT BE ABLE TO BE SHARED WITHIN THE ENTIRE ORGANIZATION IF NOT FUNDED.

**CONTACT:** CLINT TURNIPSEED 405 954-7065

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00164	\$825	\$1,115	\$1,140

**TITLE:**

NAS TELECOMMUNICATIONS SUPPORT (ARA/ACT)

**DESCRIPTION:**

Telecommunications Management and Operations (TM&O) functions were transferred to the Technical Center during FY93. The TM&O Team will continue to provide direct support to NAS technical projects, including NAS automation systems, AAS, ASL, human factors, DBRITE, CTAS, and VSCS for research and development of national systems. The initial project request for the Technical Center that requires resources for designing networks utilizing FTS2000 and LINCOS circuits with diversity was made in FY93. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

**CONTACT:** RONALD H TURING (609) 485-4376

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00165	\$4	\$1,900	\$1,300

**TITLE:**

COMPUTER BASED INSTRUCTION (CBI) TRAINING SYSTEM [AAD/AMC]

**DESCRIPTION:**

The FAA's distance learning program's primary focus is on computer-based instrution (CBI).

CBI provides a standard infrastructure for nonresident training delivery and information technology. Subject matter range includes most job specialties as well as technical and general areas of emphasis. CBI system is required in order to deliver training for critical NAS programs. Over 1450 FAA sites are equipped with multimedia platforms including on-line support and quarterly CD-ROM publication/distribution. Plans include platform and system upgrades, integration support and continuing conversion of resident-based training across the FAA to DVD technology. The CBI system complements portions of FAA resident training at a savings of \$300 million over a 10-year period. Many FAA goals will be negatively impacted if this program is not continued. Additionally, the cost for required training in all specialties would greatly increase, and result in a critical shortfall of critical requirements.

**CONTACT:** Jerry Sparks/Patricia Crosby(405) 954-4568

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO166	\$13,800	\$10,900	\$10,800

**TITLE:**

SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS) (AVR/AFS)

**DESCRIPTION:**

THE SAFETY PERFORMANCE ANALYSIS SYSTEM (SPAS) WILL PROVIDE INDICATORS THAT WILL REQUIRE INTERPRETATION BY FAA AVIATION SAFETY INSPECTORS. IT IS INTENDED THAT THESE INDICATORS AND THEIR UNDERLYING DATA WILL ASSIST IN DIAGNOSING A CERTIFICATE HOLDER'S POSTURE COMPARED WITH OTHERS IN THE SAME CLASS. IN ADDITION, HISTORICAL DATA WILL BE COMPILED AND STORED, THUS ALLOWING THE EXPERIENCED INSPECTORS TO IDENTIFY UNFAVORABLE TRENDS AND/OR DEVIATIONS FROM NORMAL PATTERNS OF BEHAVIOR. SPAS WILL ALLOW EXPERIENCED INSPECTORS TO FOCUS THEIR ATTENTION ON THOSE CERTIFICATE HOLDERS MOST IN NEED OF CLOSER EXAMINATION, PERMITTING MANAGEMENT TO SCHEDULE INSPECTIONS MORE EFFICIENTLY IN ACCORDANCE WITH NATIONAL PROGRAM GUIDELINES (NPG) UNDER THE BUDGETARY AND STAFFING CONSTRAINTS.

IN FY-97, SPAS II DEPLOYMENT WILL BEGIN AND CONTINUE UNTIL ALL AFS SITES ARE TRAINED AND INSTALLED IN 1999. FUNDS WILL BE USED IN 1999 AND THEREAFTER TO MAINTAIN THE SYSTEM.

THE COMPLETE INSTALLATION OF SPAS WILL PROVIDE THE ENTIRE FLIGHT STANDARDS SERVICE WITH A DECISION MAKING TOOL AT THE OFFICE, REGIONAL, AND HEADQUARTERS LEVELS. AS STAFFING AND BUDGETARY RESTRAINTS INCREASE, SPAS WILL ALLOW THE INSPECTORS TO FOCUS ON CERTIFICATE HOLDERS WHO REQUIRE NEEDED ATTENTION AND FOCUS LESS ON THOSE HOLDERS WHO MAINTAIN HIGHER LEVELS OF SAFETY. SAVINGS WILL RESULT IN QUALITY INSPECTIONS OF CERTIFICATE HOLDERS. SINCE SPAS WILL ANALYZE DATA FROM NUMEROUS DATA SOURCES, IT WILL FOCUS MANAGEMENT ATTENTION ON THE DATA QUALITY OF EACH OF THOSE SOURCES WITH THE SUBSEQUENT RESULT OF INCREASED DATA QUALITY.

**CONTACT:** BARBARA WRIGHT 202-267-7502

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO169	\$83,800	\$157,500	\$259,300

**TITLE:**

Wide Area Augmentation System (WAAS)

**DESCRIPTION:**

This program procures, installs, certifies, and fields the Wide Area Augmentation System (WAAS). Provides initial operations and maintenance (O&M) funding for WAAS. Augments the Global Positioning System (GPS) to allow it to meet NAS navigation and landing requirements.

The basic Global Positioning System (GPS) Service fails to meet the accuracy (the difference between the measured position at any given time to the actual or true position), availability (the ability of a system to be used for navigation whenever it is needed by the users, and its ability to provide that service throughout a flight operation), and integrity (the ability of a system to provide timely warnings to users or to shut itself down when it should not be used for navigation) requirements critical to safety of flight. In order to meet these requirements the FAA is developing the Wide Area Augmentation System or WAAS. WAAS is a safety-critical navigation system that will provide a quality of positioning information never before available to the aviation community. It is what the name implies, a geographically expansive augmentation to the basic GPS service. The WAAS improves the accuracy, integrity, and availability of the basic GPS signals. This system will allow GPS to be used as a primary means of navigation for enroute travel and non-precision approaches in the U.S., as well as for Category I approaches to selected airports throughout the nation. The wide area of coverage for this system includes the entire United States and some outlying areas such as Canada and Mexico. The WAAS is based on a network of approximately 25-ground reference stations that covers a very large service area. Signals from GPS satellites are received by wide area ground reference stations (WRSs). Each of these precisely surveyed reference stations receive GPS signals and determine if any errors exist. These WRSs are linked to form the U.S. WAAS network. Each WRS in the network relays the data to the wide area master station (WMS) where correction information is computed. The WMS calculates correction algorithms and assesses the integrity of the system. A correction message is prepared and uplinked to a GEO via a ground uplink system (GUS). The message is then broadcast on the same frequency as GPS (L1, 1575.42MHz) to receivers on board aircraft which are flying within the broadcast coverage area of the WAAS. The communications satellites also act as additional navigation satellites for the aircraft, thus, providing additional navigation signals for position determination.

The WAAS will improve basic GPS accuracy to approximately 7 meters vertically and horizontally, improve system availability through the use of geostationary communication satellites (GEOs) carrying navigation payloads, and to provide important integrity information about the entire GPS constellation.

**CONTACT:** Dan Hanlon, 202-493-4733

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00170	\$9	\$11	\$14

**TITLE:**

VOICE TELECOMMUNICATIONS SYSTEM (ARA/ACT)

**DESCRIPTION:**

The VTS is a digital local telephone system, including an electronic switch that was installed at the Technical Center during FY93. The VTS was enhanced in FY94 with three remote premises switches to provide digital telephone services to isolated areas on the Technical Center property. A new digital conference bridge was subsequently added to replace the Emergency Voice Communications System (EVCS) for airport operations. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

\$8.51 was added by Y2K Program.

**CONTACT:** RONALD H TURING (609) 485-4376

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00174	\$100	\$10	\$12

**TITLE:**

TECHNICAL CENTER TELECOMMUNICATIONS INFRASTRUCTURE (ARA/ACT)

**DESCRIPTION:**

Project provides new and replacement communications corridors, cabling, and networking to interconnect all key Technical Center facilities. Ongoing project provides for installation and maintenance of reliable, redundant cabling and other transmission facilities. In addition to supporting technical projects and administrative functions, such vital functions as security, safety, fire alarms, paging, and remote monitoring of electrical power and heating are

**CONTACT:** RONALD H TURING (609) 485-4376

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00175	\$160	\$170	\$180

**TITLE:**

VIDEO TELECONFERENCING SYSTEM (ARA/ACT)

**DESCRIPTION:**

The Technical Center Video Teleconferencing facilities and network provide videoconferencing support to NAS automation systems, human factors, and aviation security technical programs, and high-level administrators in the conduct of Technical Center and FAA business. Operations Appropriations. (FAA-DOT14.3; FAA-SP7.2)

**CONTACT:** RONALD H TURING (609) 485-4376

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00176	\$5,600	\$2,400	\$1,500

**TITLE:**

AIRPORT SURFACE DETECTION EQUIPMENT (ASDE) (ARA/AND) ((2B03; S01.01-00)

**DESCRIPTION:**

THIS PROJECT WILL AID IN THE ORDERLY MOVEMENT OF AIRCRAFT AND GROUND VEHICLES ON THE AIRPORT SURFACE especially DURING LOW OR NO VISIBILITY CONDITIONS.

**CONTACT:** Mark Keehan, 202-267-8291

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0177	\$1,100	\$3,100	\$1,150

**TITLE:**

IT Integration (formerly FAA Corporate Systems Architecture)

**DESCRIPTION:**

This program builds upon prior year improvements in FAA information technology integration and lifecycle acquisition processes that are now under the leadership of the FAA Chief Information Officer (CIO). During FY1999 the FAA Administrator established and filled the new executive position of Chief Information Officer. The FAA Chief Information Officer is responsible for overseeing the agency's acquisition and operation of information technology resources. The FAA CIO must ensure that the agency make optimal investments in information technology and optimally operates those investments as well. The Information Technology Integration program supports selected elements of this strategy.

The Federal Aviation Administration's (FAA's) strategic goals to increase the safety, security, and efficiency of the National Airspace System depend on effective management of the agency's information technology (IT) resources. The FAA IT Strategy represents the first iteration of the FAA's agency-wide approach to IT management. It establishes the strategic framework to guide IT investment decisions and the agency-wide management of IT systems and services.

Consistent with the Clinger-Cohen Act, this strategy defines information technology broadly as, "... any equipment or interconnected system or subsystem of equipment, that is used in the automatic acquisition, storage, manipulation, management, movement, control, display, switching, interchange, transmission, or reception of data or information by the executive agency..." . Consequently, this includes the information technology elements of such programs as the Wide Area Augmentation System, Controller Pilot Data-Link Communications, Safety Performance and Analysis System, Air Transport Oversight System, and Acquire, as well as such infrastructure as wide-area networks, local-area networks, desktops and e-mail.

This strategy was developed by an agency-wide team that started with the strategic and business plans of the lines of business, as well as the FAA Strategic Plan and the FAA FY2000 Performance Plan. The FAA IT Strategy responds to the agency's primary business drivers including: the growth in aviation traffic, the need to reduce already low fatality rates, user demand for new and improved services, constrained budgets, and growing information security threats. While the IT Strategy was developed with projected future budget levels in mind,

implementation must track with available resources and be part of priorities set by the agency for capital investments and operations. Implementation of the goals, objectives, and strategies is dependent upon funding availability.

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO179	\$6,750	\$708	\$648

**TITLE:**

NATIONAL AIRSPACE INFORMATION MONITORING SYSTEM (NAIMS)

**DESCRIPTION:**

THE NATIONAL AIRSPACE INFORMATION MONITORING SYSTEM HAS BEEN DEVELOPED TO TRACK, ANALYZE AND REPORT ON NEAR MIDAIR COLLISION, OPERATIONAL ERROR AND DEVIATION, PILOT DEVIATION, VEHICLE/PEDESTRIAN DEVIATIONS AND RUNWAY INCURSION INCIDENTS.

**CONTACT:** Theresa Payne, ATX-400, 202-267-9630

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO181	\$1,322	\$1,601	\$1,675

**TITLE:**

POLICY, PLANNING & INTERNATIONAL AVIATION IRM PROJECTS

**DESCRIPTION:**

PROVIDES NETWORK AND APPLICATION SUPPORT AND MANAGEMENT INFORMATION SYSTEM FOR API HEADQUARTERS (API, APO, AIA, AND AEE) AND OVERSEAS OFFICES, APPLICATION DEVELOPMENT AND SUPPORT FOR SYSTEMS.

**CONTACT:** Steve Black, 202-267-9094

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO182	\$1,299	\$1,200	\$1,200

**TITLE:**

AVIATION ENVIRONMENT ANALYSIS

**DESCRIPTION:**

DEVELOPMENT OF AIRPORT ENVIRONMENTAL ASSESSMENT AND PREDICTION METHODOLOGIES (INTEGRATED NOISE MODEL, HELICOPTER NOISE MODEL, AREA DIMENSIONAL MODEL, EMISSION DISPERSION MODEL, AIR TRAFFIC NOISE SCREENING PROCEDURE) AND ENVIRONMENTAL ASSESSMENT AND COST/BENEFIT METHODOLOGIES.

**CONTACT:** Steve Vahovich, 202-267-3559

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO183	\$50	\$50	\$40

**TITLE:**

SAFETY MANAGEMENT INFORMATION SYSTEM (SMIS)

**DESCRIPTION:**

PROVIDE POLICY, OVERSIGHT, REPORTING AND ORGANIZATIONAL LIAISON TO ENSURE

THAT FAA FACILITIES COMPLY WITH ENVIRONMENTAL REQUIREMENTS AND PROVIDE A SAFE AND HEALTHFUL WORKPLACE FOR FAA EMPLOYEES.

**CONTACT:** Steve Vahovich, 202-267-3559

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0193	\$550	\$550	\$550

**TITLE:**

FAA ACQUISITION SYSTEM TOOL (FAST) (BUDGET: 4A14 CIP 46-16)

**DESCRIPTION:**

FAST IS A WEB-BASED SYSTEM THAT HAS BEEN DEVELOPED TO INCORPORATE, IMPLEMENT, AND MAINTAIN ACQUISITION AND PROCUREMENT POLICY/GUIDANCE IN ACCORDANCE WITH THE FEDERAL AVIATION ADMINISTRATION'S (FAA) NEW ACQUISITION MANAGEMENT SYSTEM. THIS VERSION OF FAST IS ACCESSIBLE FROM THE FAA INTRANET, INTERNET, AND AN 800 TELEPHONE NUMBER. IT IS THE EXCLUSIVE AND ONLY LOCATION FOR ALL OF THE OFFICIAL FAA ACQUISITION AND PROCUREMENT POLICY/GUIDANCE AND ACQUISITION WORKFORCE JOB AIDS. ADDITIONALLY, FAST IS THE SINGLE SOURCE OF ACQUISITION INFORMATION FOR VENDORS DOING BUSINESS WITH THE FAA. FUTURE VERSIONS WILL INCORPORATE ADDITIONAL PRODUCTIVITY TOOLS, DOCUMENT GENERATION, REVIEW AND APPROVAL CAPABILITIES.

**CONTACT:** DAVID LANKFORD, x78407

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0196	\$505	\$950	\$400

**TITLE:**

AIRCRAFT CERTIFICATION SYSTEMS EVALUATION PROGRAM (AVR/AIR)

**DESCRIPTION:**

ACSEP IS A NATIONAL SYSTEM TO AUTOMATE THE FAA EVALUATION PROCESS OF PRODUCTION APPROVAL HOLDERS AND THEIR PRIORITY PART SUPPLIERS. IT WILL BE ABLE TO PRODUCE STATISTICAL REPORTS WHICH WILL ENABLE ANALYSTS TO TRACK TRENDS IN THE AIRCRAFT MANUFACTURING INDUSTRY.

THE DEVELOPMENT IS FUNDED WITH ASAS F&E FUNDS.

**CONTACT:** John Rogers, 202-267-3657

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0201	\$2,300	\$1,200	\$1,000

**TITLE:**

TOWER DATA LINK SERVICES (TDLS) - Aeronautical Data Link - Replacement

**DESCRIPTION:**

THE TDLS SYSTEM IS A HARDWARE/SOFTWARE PLATFORM WHICH AUTOMATES CERTAIN AIRPORT TRAFFIC CONTROL TOWER (ATCT) FUNCTIONS AND PROVIDES INFORMATION TO

AIRCRAFT VIA A DATA LINK, THEREBY REDUCING AIR TRAFFIC CONTROL (ATC) VOICE CHANNEL CONGESTION AND CONTROLLER WORKLOAD. SERVICES PROVIDED BY THE TDLS SYSTEM INCLUDE PRE-DEPARTURE CLEARANCE (PDC), FLIGHT DATA INPUT/OUTPUT (FDIO) CATHODE RAY TUBE (CRT) REPLACEMENT ALPHANUMERIC KEYBOARD (RANK) EMULATION AND DIGITAL AUTOMATIC TERMINAL INFORMATION SERVICE (D-ATIS). THE TDLS SYSTEM HAS BEEN DELIVERED TO 57 ATCTs -- THE 30 EXISTING PDC SITES AND 27 NEW TDLS SITES. THE TDLS PROGRAM IS IMPLEMENTED IN TWO PHASES WITH SEPARATE DEPLOYMENT DATES FOR EACH PHASE. THE FIRST TDLS PHASE (WHICH IS COMPLETED) IS A HARDWARE/SOFTWARE REPLACEMENT FOR THE EXISTING PDC EQUIPMENT AND ADDS THE DFIO CRT/RANK EMULTION APPLICATION. THE SECOND TDLS PHASE CONSISTS OF AN HARDWARE/SOFTWARE UPGRADE TO THE TDLS PLATFORM TO PROVIDE THE DIGITAL AUTOMATIC TERMINAL INFORMATION SERVICE (D-ATIS) APPLICATION TO ENHANCE THE GENERATION AND DISTRIBUTION OF ATIS INFORMATION. ALL 57 ATCTs WILL RECEIVE THE PDC/FDIO/D-ATIS) HARDWARE/SOFTWARE.

THIS PROJECT IS FUNDED WITH AERONAUTICAL DATA LINK (ADL) F&E FUNDS AND AOP-500 OPS.

**CONTACT:** Joseph P. Pino 202-493-5491

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO202	\$620	\$645	\$780

**TITLE:**

AHR OFFICE AUTOMATION

**DESCRIPTION:**

This is an ongoing service to the AHR organization to provide professional services required to manage, administer, integrate, and maintain the AHR LAN and provide Help Desk/trouble shooting services to 200 employees in addition to providing cost beneficial life cycle management information and Y2K services to the LAN and AHR LAN manager. Life cycle cost estimate is based on 10-year life cycle FY 1998- FY 2007

**CONTACT:** Juanita Owens/Vi Garland, AHP-100, 202-267-9828/9998

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO224	\$76,400	\$111,800	\$107,300

**TITLE:**

Terminal Radar Digitizing, Replacement, and Establishment (TRDRE) (ASR-11)

**DESCRIPTION:**

This project will provide digitized radar suitable for use in ATC facilities with STARS equipment where the approach control function will be performed, and replaces aging ASR-7/ASR-8 analog systems with digital primary radar. Also provides logistics and program support and procures, develops, and fields new establishments.

**CONTACT:** Keisha Reed-Crockett, 202-267-9396

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00225	\$600	\$630	\$200

**TITLE:**

AIRPORT IMPROVEMENT PROGRAM (A.I.P.) SYSTEM at Volpe

**DESCRIPTION:**

The AIP system tracks and manages AIP trust funds issued as grants to states and airport sponsors for approved airport development projects. The system tracks the grant application, approval, and award processes. Once the grant is awarded, the system tracks all account balances and funds management to ensure that AIP funds are not overspent.

**CONTACT:** Nancy Watson

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00227	\$130	\$60	\$60

**TITLE:**

CERTIFICATION & COMPLIANCE MGMT. INFO. SYSTEM (CCMIS)

**DESCRIPTION:**

RECORDS AIRPORT safety INSPECTION RESULTS & FOLLOW-UP OF UNRESOLVED DISCREPANCIES. Functionality will be absorbed into FAMIS in fy03.

**CONTACT:** Nancy Watson, 202-267-9700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00228	\$8,363	\$7,736	\$7,570

**TITLE:**

ABA FINANCIAL PLANNING AND GENERAL LEDGER SYSTEMS

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEMS INCLUDED IN THIS GROUPING ARE THE FOLLOWING:

Cost Accounting System - National project/job order cost accounting system.

DARTS - Provide DAFIS document and transaction information

F&E Budget Allowance/Allotment Module (FEBMS, formerly BAAM) - Automate F&E Budget Allowances and Allotments.

Budget Authorization System (BAS) - Provides an accurate and easy method of electronically creating, distributing and tracking budget allotment, allowances and sub-allowance documents

All systems are financial or mixed financial systems and are Y2K compliant.

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO229	\$906	\$796	\$655

**TITLE:**

ABA OPERATIONS SUPPORT SYSTEMS

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEMS INCLUDED IN THIS GROUPING ARE THE FOLLOWING:

Financial Intranet Deployment - Infrastructure to support the development, deployment, and operation of national financial systems.  
National Automated Travel System (NATS) - travel authorization and reimbursement system. All systems are financial or mixed financial systems. Y2K compliance date is 6/30/99.

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO230	\$270	\$1,190	\$595

**TITLE:**

ABA CROSS-SYSTEM INITIATIVES

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

Asset Systems, Systems Development & Implementation - Systems development & implementation needed to maintain an Unqualified OIG Audit Opinion for our financial systems.

All systems are financial or mixed financial systems. Scheduled Y2K compliance date is

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO231	\$809	\$844	\$870

**TITLE:**

ABA Operations and Infrastructure

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

Support of the ABA LAN - LAN administration, maintenance and user support for the ABA LAN.

Technology Refreshment - ensuring the technology in hardware and applications throughout the customer base supports the organizational standards; ensuring appropriate tool availability to the user base

All systems are Y2K compliant.

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00232	\$2,490	\$3,190	\$3,190

**TITLE:**

OPERATIONAL DATA MANAGEMENT SYSTEM (ODMS) [ARA/ASU]

**DESCRIPTION:**

THE ODMS PROGRAM WILL BE A MULTI-PHASED, MULTI-YEAR EFFORT INVOLVING THE DEVELOPMENT OF NAS AERONAUTICAL INFORMATION DATABASES. FUNDING IS INCLUDED IN THE AGENCY F&E BUDGET AS A PART OF THE FAA CAPITAL INVESTMENT PLAN, PROJECT NUMBER 43-21. AS PART OF THIS EFFORT, BOTH THE AERONAUTICAL INFORMATION SUBSYSTEM (AIS) AND UNITED STATES NOTAM SYSTEM (USNS) were replaced IN FY 98-99 WITH MODERN COMMERCIALY SUPPORTED YEAR 2000 COMPLIANT SYSTEMS. WHEN FULLY IMPLEMENTED, THE ODMS PROGRAM WILL INTEGRATE BOTH SYSTEMS INTO A SINGLE DATABASE THAT WILL BECOME AVAILABLE TO THE FAA, NAS USERS, INTERNATIONAL, OTHER GOVERNMENT ORGANIZATIONS INCLUDING THE MILITARY. ODMS, WILL ALSO DEVELOP AND/OR INTEGRATE APPLICATIONS TO SUPPORT AUTOMATION OF REENGINEERED OBSTRUCTION EVALUATION AIRPORT & AIRSPACE ANALYSIS (OE/AAA) PROCEDURES. WHEN FULLY IMPLEMENTED, ODMS WILL :

- REDUCE THE LABOR REQUIRED TO COLLECT, VALIDATE AND DISTRIBUTE NAS AERONAUTICAL DATA.
  - ENABLE USERS DIRECT ACCESS TO CURRENT AERONAUTICAL DATA.
  - IMPROVE SYSTEM SUPPORTABILITY
  - SUPPORT INTEROPERABILITY AND INTERNATIONAL AIS DATA STANDARDIZATION
  - SUPPORT NAS INTERFACES
  - PROVIDE AUTOMATIC VALIDATION & QUALITY CONTROL AT THE DATA ENTRY POINT
- FUNDING ESTIMATES INCLUDED ARE FOR THE INTERRUPT SYSTEMS. FOR THE FULL ODMS A NEW BASELINE HAS TO BE ESTABLISHED

**CONTACT:** Ken O'Brien, 202-267-7463

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00236	\$2,169	\$4,000	\$2,300

**TITLE:**

THE ENTERPRISE NETWORK [ENET] PROGRAM [ARA/ASU]

**DESCRIPTION:**

THE ENTERPRISE NETWORK (ENET) PROGRAM IS AN FAA-WIDE EFFORT TO MANAGE THE ACQUISITION, IMPLEMENTATION, AND OPERATION OF THE AGENCY'S NETWORKING INFRASTRUCTURE.

**CONTACT:** Melody Hamilton, 202-493-4544

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO238	\$450	\$310	\$1,800

**TITLE:**

Web Technologies Services

**DESCRIPTION:**

THIS SUPPORT INCLUDES SUPPORTING THE DEVELOPMENT OF STANDARDS AND GUIDELINES FOR MANAGING INFORMATION ON PUBLIC/PRIVATE INFORMATION SYSTEMS, PROVIDING BUSINESS CONSULTATION TO CUSTOMERS, PERFORMING LIBRARIAN FUNCTIONS, DEVELOPING INDEXES/DIRECTORIES ORGANIZING INFORMATION PRODUCTS, AND PROVIDING GUIDANCE ON THE RELEASE OF INFORMATION FROM PUBLIC AND PRIVATE INFORMATION SYSTEMS. ADDITIONALLY, INTERNET TECHNOLOGIES SERVICES SUPPORTS THE FAA BY PROVIDING INTERNET TECHNOLOGIES SERVER OPERATIONS AND REDUCES DUPLICATION OF OPERATION OF SEPARATE OFFICE LEVEL INTERNET TECHNOLOGIES SERVERS. OPERATIONAL MANPOWER AND UPGRADED AND REPLACEMENT EQUIPMENT WILL BE THE MAJOR FUTURE EXPENSES IN THIS EFFORT.

THIS PROJECT WILL BE FUNDED WITH ASU OPERATIONS FUNDS

**CONTACT:** SCOTT CHAMBERLIN 202-267-9971

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO239	\$2,200	\$5,700	\$3,800

**TITLE:**

LOW LEVEL WIND SHEAR ALERT SYSTEM (LLWAS) - UPGRADE/Sustain/Disposal

**DESCRIPTION:**

THE LLWAS MONITORS THE AIRPORT AREA AND ALERTS PILOTS, THROUGH THE AIR TRAFFIC CONTROLLERS, WHEN HAZARDOUS WIND SHEAR CONDITIONS ARE DETECTED. THERE ARE FIVE PROJECTS RUNNING SIMULTANEOUSLY WITHIN THE OVERALL LLWAS PROGRAM: LLWAS NETWORK EXPANSION (LLWAS-NE) PROJECT, LLWAS POLE RELOCATION PROJECT. THE LLWAS SUSTAINMENT PROJECT the LLWAS-NE Sustainment upgrade and the disposal project. THE LLWAS NETWORK EXPANSION PROJECT IS AN UPGRADE TO THE LLWAS-2 SYSTEMS, PROVIDING A HIGHER PROBABILITY OF MICROBURST DETECTION. THE LLWAS POLE RELOCATION PROJECT IMPROVES CURRENT PERFORMANCE BY RELOCATING/REPLACING ANEMOMETERS AND POLES. THE LLWAS SUSTAINMENT PROJECT OBJECTIVE IS TO MAINTAIN THE OVERALL LLWAS SYSTEM PERFORMANCE BY ADDRESSING SYSTEM SUPPORTABILITY ISSUES. The LLWAS-NE sustainment upgrade project upgrades the 9 NE sites to the sustainment

configuration. The LLWAS disposal project disposes of the decommissioned LLWAS systems.

**CONTACT:** Keisha Reed, 202 267-9396

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00203	\$118	\$183	\$192

**TITLE:**

WORKERS' COMPENSATION INFORMATION SYSTEM (WCIS) - AHR

**DESCRIPTION:**

The purpose of this project is to allow FAA claims specialist to monitor all Workers' Compensation claims from the first day a claim is submitted. On July 2, 2000 the President signed the Workers 2000 initiative, a 5-year initiative, with 3 measurable goals:  
1) reduce overall occurrence of injuries by 3 % while improving timeliness by 5%;  
2) reduce occurrence by 10% for work sites with the highest rates of serious injuries; and  
3) reduce the rate of lost production days by 2% per year.  
Some development is expected due to modifications required by the Safety Management Information System (SMIS). In addition WCIS is in the process of testing the electronic submission of CA-1s, CA-2s, and CA-6s to the Department of Labor. Modifications to WCIS due to safety requirements and electronic submission of forms is expected to be substantial over the next 5 years. During FY 2005 and 2006 it is envisioned that one contractor billet will no longer be necessary

**CONTACT:** Maryanne Solak, 202-267-9020

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00206	\$150	\$135	\$135

**TITLE:**

AUTOMATED CORRESPONDENCE EXPRESS (ACE)

**DESCRIPTION:**

THIS SOFTWARE ALLOWS AGENCY EMPLOYEES TO CREATE CORRESPONDENCE IN ACCORDANCE WITH THE FAA CORRESPONDENCE MANUAL. OBLIGATIONS COVER IN-HOUSE STAFF TO MAINTAIN AND ENHANCE THE SYSTEM, AND PROVIDE HELP LINE SUPPORT FOR APPROXIMATELY 8000 USERS WITHIN THE FAA.

**CONTACT:** STEVE HOPKINS 202-267-8160

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00207	\$250	\$25	\$25

**TITLE:**

DIRECTIVES MANAGEMENT INFORMATION SYSTEM (DMIS)

**DESCRIPTION:**

THE DMIS IS AN AUTOMATED SYSTEM THAT TRACK THE STATUS OF FAA'S DIRECTIVES INCLUDING THE OFFICE OF PRIMARY RESPONSIBILITY, ORIGINAL ISSUE DATE, CHANGES, AND AVAILABILITY. THE DMIS PROVIDES A LISTING OF CURRENT AND CANCELLED

ORDERS, AS WELL AS A LISTING OF CURRENT NOTICES AND SUPPLEMENTS. A CHECKLIST IS PRODUCED FROM THE DMIS ON A SEMI-ANNUAL BASIS.

**CONTACT:** STEVE HOPKINS 202-267-8160

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO215	\$1,770	\$4,000	\$4,000

**TITLE:**

LOGISTICS AND INVENTORY SYSTEM (LIS) COMPUTERIZED DISPATCH SYSTEM (CDS)  
[ARC/AMC]

**DESCRIPTION:**

THE LIS/CDS PROJECT PROVIDES AUTOMATED TOOLS FOR REQUISITIONING, MANAGING, REPAIRING, MAINTAINING, STORING, HANDLING, AND DELIVERING MATERIAL AND SPARE PARTS FOR CRITICAL NATIONAL AIRSPACE SYSTEMS OPERATED BY THE AGENCY. THIS SYSTEM HAS AND WILL CONTINUE TO AUTOMATE MANUAL PROCEDURES AND IMPROVE CURRENT AUTOMATED PROCESSES. IT ALSO INTERFACES WITH THE DEPARTMENT OF DEFENSE AND THE GENERAL SERVICES ADMINISTRATION IN SUPPORT OF DAILY SUPPLY AND LOGISTICS FUNCTIONS.

THIS PROJECT IS FUNDED WITH F&E FUNDS, SUB-PROJECT OF CIP M-21.

**CONTACT:** ROBERT F. OBORSKY (405) 954-3161

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO216	\$17,800	\$31,200	\$20,400

**TITLE:**

Weather and Radar Processor (WARP)

**DESCRIPTION:**

Weather and Radar Processor (WARP)- Stages 0/1/2, develops and implements the display system replacement (DSR) interface providing next generation weather radar (NEXRAD) data to air traffic controllers and other necessary NAS interfaces. Decommissions primary radars, and NEXRAD principal user processors (PUPs).

WARP- Stage 3 sustains WARP through upgrades and critical operational changes, implements new NAS interfaces, and supports Free Flight Phase One.

\$366K Y2K SUPPLEMENTAL CY99.

**CONTACT:** Ben Deans, 202-366-9905

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO219	\$2,812	\$3,019	\$3,260

**TITLE:**

AGGREGATE OF PROJECTS THAT DO NOT COST \$300,000

**DESCRIPTION:**

This initiative is the aggregate of numerous small projects providing the information technology

infrastructure supporting the air traffic control mission. These projects support the business processes in the air traffic control facilities, the nine regional headquarters, and the FAA headquarters. The Air Traffic IT infrastructure currently includes over 10m,000 workstations and over 500 network servers.

**CONTACT:** DIANA JONES 202-267-8294

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO220	\$260	\$310	\$375

**TITLE:**

LAN SUPPORT FOR THE ASSOCIATE ADMINISTRATOR FOR COMMERCIAL SPACE TRANSPORTATION

**DESCRIPTION:**

CONTINUED SUPPORT, MAINTENANCE, AND NEEDED UPGRADE FOR THE OFFICE OF COMMERCIAL SPACE TRANSPORTATION LOCAL AREA NETWORK.

THIS PROJECT IS FUNDED WITH OPERATIONS FUNDS.

**CONTACT:** D. J. Stadtler, 202-267-7829

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO221	\$225	\$420	\$420

**TITLE:**

AUTOMATED EXEMPTION SUBSYSTEM (AVR/ARM)

**DESCRIPTION:**

THE AES PROVIDES ACCESS TO INFORMATION ABOUT COMPLETED EXEMPTION PROJECTS REQUIRED BY DISTRICT, REGIONAL AND HEADQUARTERS OFFICES. AES MAKES IT POSSIBLE TO CENTRALLY RECORD AND MAINTAIN CURRENT, EXPIRED, AND DENIED EXEMPTIONS; TO CORRELATE INFORMATION ABOUT PETITIONS; AND TO QUERY INFORMATION REGARDING EXEMPTIONS (I. E. WHETHER AN EXEMPTION WAS GRANTED OR DENIED, OR WHETHER A PARTICULAR NUMBER, AIRCRAFT TYPE, ENGINE TYPE, ETC. HAS BEEN GRANTED AN EXEMPTION. AES RESIDES ON THE CORN MAINFRAME.

AES IS USED BY REGULATORS AND INSPECTORS AT ALL LEVELS TO OBTAIN ACCESS TO EXEMPTION INFORMATION RELATING TO A SPECIFIC FAR. AES PROVIDES AUTOMATED ACCESS TO THE INFORMATION NECESSARY FOR PROCESSING EXEMPTIONS.

REGULATORS ALSO USE AES TO STUDY TRENDS, SPECIFICALLY IN CASES WHERE AN EXCEEDINGLY LARGE NUMBER OF EXEMPTIONS ARE REQUESTED FOR A PARTICULAR REGULATION, SO THAT APPROPRIATE MODIFICATIONS TO THAT REGULATION MAY BE MADE.

UPGRADES TO FUNCTIONALITY FOR FY01

**CONTACT:** NICK SPITHAS 202-267-9704

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO240	\$9,300	\$22,400	\$38,003

**TITLE:**

TERMINAL DOPPLER WEATHER RADAR (TDWR)

**DESCRIPTION:**

THE TERMINAL DOPPLER WEATHER RADAR PROGRAM HAS ESTABLISHED TERMINAL AVIATION WEATHER RADAR CAPABILITY AT 45 OPERATIONAL SITES. TDWR PROVIDES ACCURATE AVIATION WEATHER PRODUCTS (MICROBURST, GUST FRONTS, AND RELATED HAZARDOUS WIND SHEAR) AND FURNISHES SOFTWARE ALGORITHMS TO IMPROVE THE RADAR PRESENTATION OF WEATHER DATA. TDWR PROVIDES INCREASED SAFETY AND IMPROVED RUNWAY/AIRFIELD MANAGEMENT THROUGH THE DETECTION AND DISPLAY OF MICROBURSTS, GUST FRONTS, PRECIPITATION AND THE PREDICTION OF WIND SHIFTS. LIFE CYCLE OF SYSTEM IS 20 YEARS.

**CONTACT:** Steve Shema (202-267-9439), Irene Lanqweil (202-267-5348)

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO241	\$24,000	\$22,400	\$3,800

**TITLE:**

WEATHER SYSTEMS PROCESSOR (WSP)

**DESCRIPTION:**

THERE IS A NEED TO ESTABLISH A TERMINAL AVIATION WEATHER RADAR CAPABILITY AT ASR-EQUIPPED AIRPORTS WHICH DO NOT RECEIVE THE TERMINAL DOPPLER WEATHER RADAR (TDWR), HAVE HIGH EXPOSURE TO WIND SHEAR, AND CONDUCT MEDIUM TO HIGH AMOUNTS OF AIR TRAFFIC OPERATIONS. WSP IS A LOW COST ALTERNATIVE TO TDWR WHICH PROVIDES TDWR-LIKE WEATHER RADAR PERFORMANCE FROM AN EXISTING SEARCH RADAR (ASR) HOST AT A LOWER COST THAN TDWR. MEDIUM AIR TRAFFIC DENSITY AIRPORTS AND LARGE AIRPORTS WHICH CANNOT SITE THE TDWR WILL RECEIVE WSP. WSP WILL PROVIDE ADVANCE WARNING TO CONTROLLERS AND PILOTS OF HAZARDOUS WIND SHEAR AND OTHER HAZARDOUS WEATHER CONDITIONS. LIFE CYCLE FOR SYSTEM IS 20 YEARS.

**CONTACT:** Irene Langweil, 202-267-5348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO242	\$178	\$16	\$131

**TITLE:**

Acquisition Workforce Learning System (AWLS)

**DESCRIPTION:**

THE AWLS IS A "COMMERCIAL-OFF-THE-SHELF (COTS) APPLICATION. It is DESIGNED TO STORE, ANALYZE AND REPORT COMPETENCY-based performance DATA, both for self-assessment and for manager/employee. Due to the present funding situation and to environmental constraints, use of the database is currently on hold in ARA.

**CONTACT:** Lyn Hildebrandt, 202-267-7061

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO244	\$13,250	\$11,770	\$12,600

**TITLE:**

ENHANCED TERMINAL VOICE SWITCH (ETVS) (COMBINED WITH TERMINAL VOICE SWITCH REPLACEMENT (TVSR))

**DESCRIPTION:**

The Enhanced Terminal Voice Switch (ETVS) program [combined with the Terminal Voice Switch Replacement (TVSR)] provides modern integrated air-to-ground (A/G) and ground-to-ground (G/G) terminal Air Traffic Control (ATC) voice switching equipment to a current estimated 421 FAA Air Traffic Control Towers (ATCT), Tower Radar Approach Control (TRACON) facilities, and large consolidated TRACON facilities. These voice switches enable air traffic (AT) controllers to communicate with aircraft and each other to manage terminal environment traffic flows. In addition to ETVS, the major TVSR components include the Small Tower Voice Switch (STVS), and the Rapid Deployment Voice Switch (RDVS) I, II, and IIA. Other ancillary equipment include the Operational Support Telephone System (OSTS) and the Voice Switch By-Pass (VSBP). Since calendar year (CY) 1993, ATC voice switches, ranging in system sizes from 4-to-180 positions, have been acquired, tested, and fielded to 293 thru FY 1999 FAA terminal environment facilities.

**CONTACT:** John Sze, 202-493-4805

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO245	\$3,000	\$6,500	\$7,000

**TITLE:**

VOICE RECORDER REPLACEMENT PROGRAM (VRRP)

**DESCRIPTION:**

VOICE RECORDER REPLACEMENT PROGRAM PROVIDES MODERN COMMERCIAL-OFF-THE-SHELF (COTS) VOICE RECORDING EQUIPMENT TO SUPPORT THE REQUIREMENT TO PROVIDE LEGAL RECORDING CAPABILITY OF ALL VOICE COMMUNICATIONS INVOLVING AIR TRAFFIC CONTROL ACTIVITIES. THE PROGRAM INVOLVES A PROCUREMENT TO MODERNIZE EXISTING LEGAL RECORDING CAPABILITY FOR ALL TERMINAL FACILITIES, AUTOMATED FLIGHT SERVICE STATIONS, AND FLIGHT SERVICE STATIONS AND FOR AIR ROUTE TRAFFIC CONTROL CENTERS AND PLANNED EXPANDED TRACONS.

**CONTACT:** Andy Michel, 202-493-4795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO248	\$2,000	\$7,600	\$8,000

**TITLE:**

ASDE-X Surface Surveillance

**DESCRIPTION:**

ASDE-X is defined as a modular surveillance system capable of processing radar,

multilateration and ADS-B sensor data to be presented on a tower display of the purpose of providing seamless surface surveillance to air traffic controllers.

**CONTACT:** Mark Keehan, 202-267-8291

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO249	\$333	\$333	\$333

**TITLE:**

Digital Bright Radar Indicator Tower Equipment (DBRITE)

**DESCRIPTION:**

**CONTACT:** Gary Skillicorn, (202) 493-4747

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO251	\$59,300	\$40,000	\$36,200

**TITLE:**

Host & Oceanic Computer System Replacement (HOCSR)

**DESCRIPTION:**

Replaces the primary En Route computer system hardware (HOST) in the 20 En route centers and the oceanic systems (Oceanic Display and Planning System) in 2 centers, and the Offshore Flight Data Processing System in Honolulu.

The HOCSR Program is a key component of the ongoing modernization of the FAA National Airspace System infrastructure. In February

1999, the New York ARTCC was the first center to declare operational readiness of the new HOCSR Phase 1 computers. In September 1999, the last phase 1 site became operational.

In phase 2 of the HOCSR program, the operating system for the computers deployed in Phase 1 will be upgraded so that the capabilities of the new hardware can be more fully exploited. In January 2000, the first en route site began full operational use of the new software. The last en route site is expected to be using the new software by the end of 2000, and the Oceanic sites by the middle of 2001. Phases 3 and 4 of the HOCSR program will replace the remaining elements of the old host hardware system -- the system peripherals. These include storage devices and tape drives which are critical to the overall system functionality.

The existing computers at the centers were deployed in 1986 through 1988 to replace IBM custom-built computers. They were procured as an interim upgrade and were to be replaced in the mid-to-late 1990s. Many of the hardware components have reached or are near the end of their commercial lives. The new computers are Y2K compliant and should be in use until 2008.

The Host and Oceanic computers are the very foundation of the FAA automated air traffic control environment. The computers receive, process, coordinate, distribute, and track information on aircraft movement throughout the nation's airspace and in the oceanic airspace at its borders. The computers connect to all types of FAA services -- air traffic control towers, terminal radar approach control facilities, flight service stations, adjacent flight information regions, the Host and Oceanic computers at other centers and to external organizations such as the U.S. Customs

Service and the military. The computers are key to the FAA's ability to implement new services, concepts, and traffic flows for the airline industry and the flying public. The availability of these computers is critical to maintaining the nation's commerce.

**CONTACT:** Nancy Chapman 202 366-4749

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO254	\$2,000	\$1,900	\$43,000

**TITLE:**

Critical Telecommunications Support (CTS)

**DESCRIPTION:**

The CTS program enables the FAA to nationally manage telecommunications changes within the National Airspace System (NAS). The CTS program funds telecommunications engineering at over 5,000 FAA facilities nationwide. CTS program activities include site preparation, equipment installation, local planning, and special construction for telecommunications equipment required to satisfy user needs and regulatory guidelines.

The NAS Interfacility Communications System (NICS) interconnects the nation's air traffic control facilities using both owned and leased components. After communication systems/components are installed, air traffic service requirements continue to evolve and require changes. This creates additional requirements to increase the NICS performance and reduce overall costs, which are outside the mission of several Capital Investment Program (CIP) programs. Due to the site-specific nature and dynamics of telecommunication requirements, programs cannot forecast requirements in the budget formulation stage. Situations also arise where programs fund their installation communication requirements, but a need exists to locate a funding source to fund modifications. Examples include relocating circuits for new facilities; installing circuits to satisfy diversity or new sector boundaries; telecommunication restoration following natural disasters and emergencies; and funding telecommunication acquisitions/activities that are without separately identified Facilities and Equipment (F&E) funds.

In previous fiscal years, the majority of activities that received CTS funds directly supported the Communications Diversity Program. Today's leased and owned circuits are being carried on extremely high density trunks, some with a capacity in excess of 20,000 circuits. Failure or outages of these trunks has a devastating effect on air traffic control procedures. The primary defense against such events is the Communications Diversity Program which establishes diverse routes for critical NAS services. The Communications Diversity Program has no separate funding and relies heavily on the CTS program to fund essential activities.

In addition to Air Traffic Services (ATS) diversity, the CTS program funds unprogrammed telecommunication additions, moves; modifications; and emergency requirements. These requirements are equally important to ensure NICS operational performance and maintenance cost reductions. CTS will provide funds for engineering studies, implementation of equipment upgrades, and installation of additional telecommunication lines to accommodate frequencies and improve circuit capacity, capability, and redundancy. In FY 2001, CTS funds will replace aging operational support switches in Air Traffic Control Towers; upgrade telecommunications interfaces in Air Route Traffic Control Centers; provide the Regional Telecommunications

Service Managers funds to respond to Air Traffic Service requirements that have no other source of funding and are vital to the safety and efficiency of the National Airspace system.

**CONTACT:** Jay Rupp (202) 314-7779, Suzanne Stoehr, 202-314-7759

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO255	\$5,800	\$21,037	\$25,273

**TITLE:**

Alaskan NAS Interfacility Communications System (ANICS) Satellite Network

**DESCRIPTION:**

ANICS is the telecommunications equivalent of LINCS in the Continental US. Since the LINCS system was not available in Alaska, ANICS serves the same functionality.

**CONTACT:** Mel Banks, 202-314-7792, Steve Dash, 493-5926

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO256	\$6,300	\$12,996	\$12,836

**TITLE:**

FAA Owned Micro-Wave (FAAOMW) (Formerly LDRCL, CIP-12)

**DESCRIPTION:**

This project was titled EXPANSION/RECONFIGURATION OF LOW DENSITY RADIO COMMUNICATIONS LINK (LDRCL) in the FY-98 5-Yr. Plan.

The FAA needs an alternate system to transmit critical radar data and communications among FAA facilities where reliable, diverse commercial telecommunication service is not economically advantageous or does not exist. The FAA radar microwave link (RML) communications system has become obsolete and difficult to maintain because replacement parts are no longer available. To improve the situation a major portion of the RML backbone network has recently been replaced with the radio communications link (RCL).

The low-density radio communications link project provides the interfacility communications system with the capability to establish low-density microwave spurs to the RCL backbone system. LDRCL provides diversity for critical and essential voice and data services in the NAS, and provides connectivity where leased services are not available or cost effective.

This project has two concurrent phases. Phase I replaces selected low-capacity, obsolete radar microwave link systems. Phase II, funded under the operations appropriation, expands interfacility communications where it is cost beneficial when compared to leased service, or where leased service does not exist. Low-density radio communications link equipment will provide low to medium capacity connectivity between central facilities and remote locations.

**CONTACT:** Sandra Anderson, 202-493-4809

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO258	\$17,400	\$14,423	\$13,716

**TITLE:**

FAA Telecommunications Satellite (FAATSAT)

**DESCRIPTION:**

Satellite voice/data telecommunications connectivity for diversity to remote site locations.

**CONTACT:** John Wilson, 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO276	\$475	\$1,390	\$3,990

**TITLE:**

FIELD INFRASTRUCTURE (AVR/AFS)

**DESCRIPTION:**

Field Infrastructure provides for procurement of additional wiring and cabling, new CD ROMs and other miscellaneous hardware required to support computer hardware upgrades and enhancements due to office growth of Flight Standards nationwide, and life cycle replacement, including Novell Server bringing planning out older equipment.

**CONTACT:** ROBIN RAINES 405-954-6431

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO277	\$1,276	\$1,276	\$1,396

**TITLE:**

OPERATIONS SPECIFICATIONS SUB-SYSTEM (OPSS) DEVELOPMENT AND TRAINING (AVR/AFS)

**DESCRIPTION:**

Development: The OPSS provides an automated system which enables and streamlines the reengineered process for certificate issuance for aviation business entities. This new process-driven system allows policy maintenance to be developed, reviewed, and approved and automatically distributed to Flight Standards field offices using the OPSS HQ module. Inspectors using the OPSS CHDO module can generate and maintain OpSpecs for the operators they oversee. Inspectors using the new system are always notified of policy changes, and can also recommend proposed FAR part paragraphs. FAA management and field personnel may now utilize the new system's reporting capabilities to view issued OpSpecs for all operators. Technical aspects included prototyping Flight Standards enterprise architecture for new AVR infrastructure. The OPSS is the first system deployed enterprise-wide.

Training: OPSS training for FAA inspectors and other personnel who perform operator certifications or policy development as part of their work functions. Training on the new OPSS

**CONTACT:** Tom Penland, AFS-260, 202-267-3674

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO278	\$581	\$1,081	\$1,920

**TITLE:**

AIRMEN CERTIFICATION AND RATING APPLICATION (ACRA) DEVELOPMENT/DELPOYMENT (AVR/AFS)

**DESCRIPTION:**

BACKGROUND: ACRA AUTOMATES THE PROCESS OF PILOT/MECHANIC APPLICANT RATING AND CERTIFICATION. THE NEW SYSTEM COLLECTS DATA PREVIOUSLY NOT AVAILABLE FOR BOTH APPLICATIONS AND DESIGNATED EXAMINERS. TEMPORARY CERTIFICATE ISSUANCE IS NOW AUTOMATED ALSO. A DECISION SUPPORT SYSEM TOOL FOR REPORTING ON DESIGNATED EXAMINERS FOR FAA MANAGEMENT OVERSIGHT IS A PRIMARY PRODUCT OF THE ACRA INITIATIVE. Includes interface between Airmen Certification and Rating Application System and the Registry's Electronic Development Management System.

**CONTACT:** TOM PENLAND 202 267-3674, Bonny Faimsworth, 405-954-7054

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO280	\$4,070	\$6,995	\$7,020

**TITLE:**

AIR TRANSPORTATION OVERSIGHT SYSTEM (ATOS) Phase 1 (AVR/AFS)

**DESCRIPTION:**

The Air Transportation Oversight System (ATOS) Phase 1 automation program will play a major role in the successful transition to a system based surveillance process by enabling the Certificate Management Team (CMT) members to effectively plan, execute and analyze the results of surveillance. The Phase 1 tools will (1) utilize a Web browser interface to complete the surveillance planning tools and dynamic comprehensive surveillance plan for each carrier, (2) communicate the plan and task requirements to CMT members electronically via the Internet, (3) track progress against the surveillance plan, (4) record surveillance results for risk analysis, and (5) facilitate rapid re-targeting of resources using enforcement history and compliance status. The ATOS data repository will also include a "scratch pad" for CMT members to record work in process. Edit and validation checks will be made on all data submitted to the data repository to provide for stringent quality control. Once ATOS Phase 1 is implemented, the CMT will be able to use systems such as Safety Performance Analysis System (SPAS) to access and query the ATOS data repository, as well as other systems for analysis purposes. AFS-20 and their support contractor is working closely with the ATOS-Working Group (WG) members to refine, clarify and document ATOS business process rules and to define and document detailed functional, data, and performance requirements for ATOS Phase 1 application

**CONTACT:** Pauline Lowell (202 ) 267-8455

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00282	\$675	\$2,300	\$2,100

**TITLE:**

AIR Infrastructure (AVR/AIR) FY-96 PLAN SYSTEM # FAA00046 (BUDGET :3A04 CIP: A-17)is included in this project.

**DESCRIPTION:**

Maintain communications, hardware, software, documentation of business and system processes, and documentation of information resources to effectively manage and support AIR's IRM program

**CONTACT:** Eugene Newman 202 267-7024

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00284	\$864	\$950	\$1,050

**TITLE:**

CONSOLIDATED PERSONNEL MANAGEMENT INFORMATION SYSTEM (CPMIS) - AHR

**DESCRIPTION:**

The Consolidated Personnel Management Information System (CPMIS) is DOT's System of Record, which processes all Departmental personnel actions and provides management information and reporting to OAs, OST, OPM, GAO, etc. CPMIS was developed in the 1970s and has been slated for replacement due to material weaknesses since 1992. FAA hopes to replace CPMIS with the New Automated Personnel and Payroll System by 2004. CPMIS is a Departmental system, which FAA pays about 75% of all operating costs. Life cycle cost estimate is based on FY-1999 through FY-2004.

**CONTACT:** Jackie Benefield, AHR-13, 202-267-7607

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00286	\$6,700	\$3	\$3

**TITLE:**

COMMUNICATIONS FACILITIES ENHANCEMENT/LIMITED RADIO REPLACEMENT (CIP-06)

**DESCRIPTION:**

This ITT radio replacement program segment is in place to allow the Regions the ability to identify ITT radios, which are high failure units or are in a location, which requires extended travel to and from the site . The CM-200 radios are procured with a 10-year warranty.

To meet air traffic operational needs for air/ground communications, it is essential to expand existing RCFs including remote center air/ground communications facilities (RCAGs), remote communications outlets (RCOs), and remote transmitter receivers facilities (RTRs) by adding air/ground communication frequencies and relocating owned/leased facilities for proper communication coverage.

In several instances, radio communications between pilots and air traffic controllers have been impaired, reduced, or lacking. Corrective action must be taken to preserve safety. Changes in

traffic volume and complexity have compounded problems and require improved air route traffic control center communication.

This project provides a vehicle for facilities to improve communications coverage to meet specific operational requirements based upon resectorization and traffic demands instead of limiting refinements of the system due to present radio coverage constraints. There is an additional segment of this program to replace transmitter and receiver equipment at the most problematic locations. To date, this program has expanded/relocated 64 sites and procured 5,600 radios for the replacement program. In FY 1998, \$1,440,000 was requested for five additional expansion/relocation sites. In FY 1999 \$31,600,000 is requested for an estimated 67 expansion/relocation sites and to procure 1,940 replacement radios.

**CONTACT:** George O'Neill, 493-4821

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00287	\$1,700	\$3,300	\$3,400

**TITLE:**

AIR/GROUND COMMUNICATIONS RFI ELIMINATION (RFI) (ARA/AND) (CIP-06)

**DESCRIPTION:**

RFI Elimination consists of four segments: Segment I: Linear Power Amplifiers (LPAs), Segment II: Transmitter Combiners, Segment III: Receiver Multicouplers, and Segment IV: Filters. RFI elimination helps provide clear, concise communications between pilots and Air Traffic at specific sites in the current air/ground communications string that are encounter RFI problems by limiting both externally and internally generated RFI. The LPAs are replacing up to 30-year old units containing vacuum tubes that are "spectrally noisy" and do not meet current spectrum engineering requirements in an already congested NAS. The Transmitter Combiners and Receiver Multicouplers allow up to four transmitter or receiver frequencies to share on antenna, thus reducing the potential for the generation of, and the susceptibility to RFI. A limited amount of funding has been provided to the regions for the procurement of various filters. These include crystal, notch, and cavity filters which will be used to restrict selected frequencies from interfering with FAA air/ground communications.

At the sites required, the RFI Elimination equipment is vital to clear Air/Ground communications. Its importance to the safe, reliable and efficient operation of the NAS far outweighs any quantifiable benefits.

**CONTACT:** George O'Neill, 493-4821

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00288	\$400	\$450	\$350

**TITLE:**

Airport AirCarrier Information Reporting System (AAIRS)

**DESCRIPTION:**

Airport. Air Carrier Information Reporting System; Contains the status of a wide range of inspection work programs performed by the ACS special agent workforce.

**CONTACT:** Tom Sullivan, 202-267-9693

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00289                   \$250                   \$250                   \$500

**TITLE:**

Facility Security Reporting System (FSRS)

**DESCRIPTION:**

Facility Security Reporting System (FSRS). Contains the status of a wide range of inspection and risk assessment work programs performed by the ACS special agent workforce on FAA facilities.

**CONTACT:**   Tom Sullivan, 202-267-9693

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00290                   \$120                   \$90                   \$90

**TITLE:**

ACS Infrastructure

**DESCRIPTION:**

Development and maintenance of the ACS technical infrastructure. This includes workstations, local area networks software, and telecommunications equipment.

**CONTACT:**   Tom Sullivan, 202-267-9693

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00291                   \$1,700                   \$600                   \$900

**TITLE:**

Security Information Reference System (SIRS)

**DESCRIPTION:**

The Security Information Reference System (SIRS) provides a central repository for all program-related documentation for the ACS work functions. This includes orders, regulations, policy memoranda, security programs, etc. A powerful search capability is provided for analysis and information gathering by the entire ACS work force.

**CONTACT:**   Tom Sullivan, 202-267-9693

**OA:**           **INITIATIVE ID:**           **FY-2000:**           **FY-2001:**           **FY-2002:**  
FAA           FAA00259                   \$0                   \$1,900                   \$1,700

**TITLE:**

GULF OF MEXICO COMMUNICATIONS /Navigations/Surveillance (CNS)

**DESCRIPTION:**

Line of sight limitations prevent land-based radios from providing direct air-to-ground VHF radio communications and surveillance coverage in the Gulf of Mexico Flight Information Region (FIR) As a result, separation standards cannot be reduced and increasing traffic demand cannot be met.

**CONTACT:**   Dean Resch 202-493-4711

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO260	\$0	\$0	\$0

**TITLE:**

National Plan of Integrated Airport System (NPIAS)/Capital Improvement Program

**DESCRIPTION:**

The NPIAS/CIP system holds all US airports planning information. The NPIAS portion is an unconstrained inventory of all future airport development/improvement projects, regardless of eventual funding source (entitlement, PFC, discretionary, or local). NPIAS turns into a Congressionally mandated biannual publication. The CIP portion of the system identifies those projects likely to be funded using discretionary funds over the next 3-5 years. Once an annual plan of projects and improvements is approved, grant funds are applied and tracked in the AIP system.

**CONTACT:** Nancy Watson, 202-267-9700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO261	\$800	\$1,400	\$1,500

**TITLE:**

Office of Airports - Office Automation Infrastructure and Support

**DESCRIPTION:**

Provide necessary technical refreshment of office automation hardware, software, communications to airports employees, including adequate technical support services. Airports attempts to maintain a 3-year replacement cycle of desktop computers and to keep up with stable versions of standard OA software.

**CONTACT:** Nancy Watson, 202-267-9700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO264	\$1,391	\$1,700	\$2,100

**TITLE:**

Corporate Repository (AVR/AIR)

**DESCRIPTION:**

An electronic repository of the FAR, polices, guidances, and other documents pertaining to the mission of AIR

**CONTACT:** Susan Buckingham 202-267-3682

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO265	\$620	\$630	\$650

**TITLE:**

Accident Investigation System (AVR/AII)

**DESCRIPTION:**

The Accident Investigation System provides the necessary hardware, software, analysis, tracking, storage, retrieval, search, control, and quality assurance of documents involved in aircraft accident investigation and reports and NTSB and FAA recommendations.

**CONTACT:** William A. Spofford. 202-267-8153

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO266	\$200	\$2,490	\$2,500

**TITLE:**

AVR Infrastructure

**DESCRIPTION:**

Project provides the hardware, software, and operational support of the national AVR automation infrastructure. Included are servers and associated software deployed throughout AVR to accommodate a variety of client-server applications and provide internet and intranet access. Also provides a laboratory for application testing and configuration management.

**CONTACT:** John Dean, (202) 267-3995

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO268	\$0	\$2,200	\$2,000

**TITLE:**

INTEGRATED FLIGHT QUALITY ASSURANCE (IFQA)(AVR/AFS)

**DESCRIPTION:**

THE INTEGRATED FLIGHT QUALITY ASSURANCE (IFQA) PROGRAM WILL DEVELOP A FLIGHT OPERATIONAL QUALITY ASSURANCE (FOQA) AGGREGATE ELECTRONIC DATA ACQUISITION AND INFORMATION MANAGEMENT INFRASTRUCTURE. THIS PROGRAM PROVIDES DATA CONSOLIDATION, ANALYSIS, TRENDING, AND INFORMATION SHARING CAPABILITY WHICH IS COMPATIBLE WITH FAA OBJECTIVES AND ENABLES FAA ACCESS TO AGGREGATE FOQA DATA FOR AIR CARRIER SURVEILLANCE AND OVERSIGHT PURPOSES, AS WELL AS FOR USE IN FORMULATING FAA POLICY AND DECISION MAKING.

**CONTACT:** TOM LONGRIDGE, MGR, AFS-230, 703 661-0260

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO270	\$53	\$147	\$834

**TITLE:**

ANALYSIS FOR FSAS (AVR/AFS)

**DESCRIPTION:**

BACKGROUND: ANALYSIS FOR FSAS IS A DATA QUALITY PROGRAM TO PROVIDE EACH FSDO/CMO THE ABILITY TO QUERY/REPORT/ANALYZE THE DATA CONTAINED IN THEIR LOCAL FSAS PARADOX 3.5 DATABASES TO ENSURE THE COMPLETENESS AND CORRECTNESS OF THAT DATA. Also includes business oversight and status systems.

**CONTACT:** LEO KUNEMAN 410-787-0040

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO293	\$0	\$2,000	\$2,100

**TITLE:**

Mode-S

**DESCRIPTION:**

Mode S system upgrades will improve and support system capabilities, improve maintenance cost structure, make TIS available to those who desire to equip their aircraft (e.g. Cargo Airline Association members). These upgrades will reduce the number of false targets presented to the Air Traffic Controller, improving efficiency and enhancing safety. It will also remove the maintenance workload requirements imposed by the previous reflector processing.

**CONTACT:** Irene Langweil, 202-267-5348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO294	\$25,000	\$77,840	\$65,860

**TITLE:**

ATC Beacon Interrogator Replacement (ATCBI-R) and Alaska Radar Upgrade

**DESCRIPTION:**

The ATCBI-R program will replace aging ATCBI 4/5 equipment at up to 124 operational sites to maintain ground surveillance and decrease supportability costs. The ATCBI-4/5's are facing the problem of parts obsolescence due to the old technology of their design. To sustain NAS safety, efficiency, and to avoid incurring unmanageable maintenance and supportability costs, they must be upgraded with compatible surveillance systems.

There are currently 15 AN/FPS-117 primary radars with attached AOX-60 secondary beacon radars in Alaska that provide surveillance coverage supporting both the Department of Defense (DoD) Air Force's mission and FAA's mission of air traffic control. These facilities are referred to as Alaska Minimally Attended Radar (MAR) radars. The OX-60 beacon radars were procured in the 1970's, parts are currently scarce and there no longer in production. DoD has been reporting an extended repair cycle due to parts obsolescence.

**CONTACT:** Wayne C. Sutler, 202 267-7491

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO295	\$5,200	\$3,900	\$3,900

**TITLE:**

Precision Runway Monitor (PRM)

**DESCRIPTION:**

PRM will provide the capability to conduct simultaneous independent instrument flight rules (IFR) approach to parallel runways spaced less than 4300 feet apart, thus returning lost capacity, reducing delays, and improving fuel savings. Five candidate airports have been selected to receive production PRM systems.

**CONTACT:** William McGovern, 202-267-9521

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO296	\$13,062	\$16,948	\$9,748

**TITLE:**

ABA Major Accounting Systems

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

DAFIS - Departmental Accounting and Financial Information System

DELPHI - ORACLE Financials System, under consideration as a replacement for DAFIS.

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO297	\$503	\$73	\$76

**TITLE:**

ABA COLLECTION SYSTEMS

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

User Fee Billing and Collection System; Overflight Accounts Receivable Management Information System (OARMIS) - Billing and collection system for user fees.

Please note that plans for the New User Fee System have been dropped. We are working to modify OARMIS for the new requirements defining legislation. Should FAA receive authorization for additional fees, the system will have to be replaced.

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO298	\$17,200	\$48,272	\$62,400

**TITLE:**

Information Systems Security Program

**DESCRIPTION:**

It will define the methodologies to successfully incorporate security into our administrative and National Air Space Systems (NAS), operational and future. This program initiative will establish a process for self-assessing organizations and systems current security posture, evaluating these postures and working with the organizations to improve their security process levels using the Security Capability Maturity Model developed by the Software Engineering Institute.

The requested funding is to continue the implementation of the FAA Information Security Program. This includes: Defining the information security architecture; developing certification and accreditation documentation; defining countermeasures; analyzing COTS security products; implementing appropriate security measures to high risk Air Traffic Control (ATC) operational systems; certification and accreditation of operational and future systems; ensuring program lifecycle compliance with agency policies and procedures, Federal laws and Executive Orders. This includes approval of Integrated Product Teams (IPT) Information Security Plans; monitoring of NAS systems; security awareness training; staffing and training for the FAA's Vulnerability Assessment and Penetration Assessment (VAPA) Team. This team supports the IPTs and other operational organizations in conducting and documenting vulnerability assessments and penetration tests; establishing and implementing an Information Security Training Program. This training program will help to build the skills and competencies of FAA employees to support the Information Security Program; implementing an incident reporting and computer incident response team to provide appropriate damage control and assistance for rapid continuity of service.

**CONTACT:** Shirley Ginwright, 202-267-3822

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO299	\$10	\$0	\$0

**TITLE:**  
ESPRIT

**DESCRIPTION:**

Esprit is a financial management system designed to assist the Information Technology Division in managing, tracking and reporting on its program and financial resources.

**CONTACT:** Eric Bradshaw, 202-267-8092

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO300	\$60	\$150	\$75

**TITLE:**  
REAL ESTATE MANAGEMENT SYSTEM (REMS)

**DESCRIPTION:**

REMS IS the official REAL PROPERTY ASSET MANAGEMENT/TRACKING SYSTEM WHICH WILL PROVIDE AN INVENTORY OF ALL FAA REAL PROPERTY ASSETS. REMS WILL ALLOW US TO MORE EFFECTIVELY MANAGE THE FAA'S REAL PROPERTY ASSETS DUE TO IMPROVED DATA, EASIER ACCESS TO THIS DATA BY MORE PERSONNEL, AND THE POTENTIAL TO BETTER INTERFACE WITH OTHER FAA AUTOMATED SYSTEMS.

**CONTACT:** Brenda Carignan, ASU-140, 202-267-8392

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO471	\$0	\$0	\$1,000

**TITLE:**  
Enhanced Certificate Management System

**DESCRIPTION:**

**CONTACT:** Gene Newman, 202-267-7024

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0302	\$240	\$200	\$175

**TITLE:**

BROAD INFORMATION TECHNOLOGY SERVICES (BITS) /SUPPORT SERVICES PROGRAM

**DESCRIPTION:**

THE BROAD INFORMATION TECHNOLOGY SERVICES (BITS)/SUPPORT SERVICES PROGRAM WHICH PROVIDES SUPPORT FOR FAA IN ACQUIRING IT SERVICES. BITS IS A CONTRACT VEHICLE WHICH PROVIDES MANAGEMENT OF MULTIPLE AWARDS CONTRACTS IN SYSTEMS MANAGEMENT, SYSTEMS MAINTENANCE, IT SECURITY, AND OPERATIONS. THE CONTRACTS PROVIDE DOT THE OPPORTUNITY TO ACHIEVE ITS AMS GOALS OF FASTER, MORE EFFICIENT, AND CHEAPER, AS WELL AS DOT'S SMALL BUSINESS AND 8(A) SE7 - ASIDE GOALS. AS AN ASIDE THE AWARDS ARE TO SMALL BUSINESS AND SEDBs AND SUPPORT THE FAA'S MENTOR PROTÉGÉ PROGRAM.

**CONTACT:** Regina Fletcher, 202-267-7806

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0303	\$394	\$273	\$280

**TITLE:**

ABA Acquisition and Payment Systems

**DESCRIPTION:**

THIS WBS ELEMENT REPRESENTS A COLLECTION OF FINANCIAL APPLICATIONS THAT SUPPORT FINANCIAL ACCOUNTING AND REPORTING. THE MOST SIGNIFICANT SYSTEM INCLUDED IN THIS GROUPING IS THE FOLLOWING:

- EC/EDI - Electronic commerce
- FEDEX - Federal Express billings
- NACCS - National Automated Credit Card System
- TPDS - Third Party Draft System

**CONTACT:** GARY BRILL 202 267-8942

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAO0306	\$4,000	\$17,300	\$43,000

**TITLE:**

Local Area Augmentation System (LAAS)

**DESCRIPTION:**

The second augmentation to the GPS signal is the Local Area Augmentation System (LAAS). The LAAS is intended to complement the WAAS and function together to supply users of the U.S. NAS with seamless satellite based navigation for all phases of flight. In practical terms, this means that at locations

where the WAAS is unable to meet existing navigation and landing requirements (such as availability), the LAAS will be used to fulfill those requirements. In addition, the LAAS will meet the more stringent Category II/III requirements that exist at selected locations throughout the U.S. Beyond Category III, the LAAS will provide the user with a navigation signal that can be used as an all weather surface navigation capability enabling the potential use of LAAS as a component of a surface navigation system and an input to surface surveillance/traffic management systems.

Similar to the WAAS concept, which incorporates the use of communication satellites to broadcast a correction message, the LAAS will broadcast its correction message via very high frequency (VHF) radio data link from a ground-based transmitter.

LAAS will yield the extremely high accuracy, availability, and integrity necessary for Category II/III precision approaches. It is fully expected that the end-state configuration will pinpoint the aircraft's position to within one meter or less and at a significant improvement in service flexibility, and user operating costs.

**CONTACT:** Ray Swider, 493-4744

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO307	\$4,900	\$4,100	\$6,100

**TITLE:**

Next Generation Weather Radar (NEXRAD)

**DESCRIPTION:**

Provide a national network of Doppler weather radars to detect, process, distribute and display hazardous and routine weather information for use by the DOT, DOC, and DOD. This is the 16th year for this tri-agency effort. NEXRAD will provide improved weather data, which will increase aviation safety and fuel efficiency. Of the 161 systems ordered, 117 are NWS, 26 DOD, 12

FAA and 6 support systems. The 12 FAA-owned systems are as follows: Alaska (7),

**CONTACT:** Steve Shema (267-9439), Irene Langweil (202-267-5348)

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO309	\$3,520	\$14,019	\$44,871

**TITLE:**

NAS Infrastructure Management System (NIMS)

**DESCRIPTION:**

NIMS is an Interoperable system based on an open systems infrastructure and a shared data architecture and repository. It will achieve an open systems infrastructure by incorporating FAA, government international, and defacto industry standards while accommodating existing devices with proprietary interfaces.

NIMS will provide FAA with the capability to remotely monitor and control all NAS subsystems through the centralized use of modern management tools. Functionality to enable NAS-wide infrastructure service management will be added to track NAS events in near real-time, determine cost and performance metrics and trends with high accuracy and detail, and to prioritize and optimize the allocation of FAA resources.

**CONTACT:** Ed Rigo 202-493-4594, Ron Jennings/John Wilson

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO318	\$10,200	\$16	\$12

**TITLE:**

Instrument Landing System

**DESCRIPTION:**

ILS is the precision landing system used for safe and efficient landing operations during instrument meteorological conditions. This program ensures that ILS's will remain viable until the transition to space-based navigation. New ILS's may be installed or upgraded at selected large and medium hub airports. The program includes: Mark-20, Service Life Extension Program, End Fire Glide Slope, Approach Lighting System with Sequenced Flashing Lights, Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights, Low Power Distance Measuring Equipment, Portable ILS Receivers, Snow Depth Monitor, and the Airport Improvement Program and Airport Development Aid Program.

**CONTACT:** Manuel Vega, 202-267-7795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO319	\$4,200	\$1	\$4

**TITLE:**

Approach Lighting System Improvement Program (ALSIP)

**DESCRIPTION:**

ASLIP retrofits non-frangible approach lighting systems with lightweight and low-impact resistant structures that collapse or break apart upon impact that reduces damage to aircraft that may strike these structures during departure or landing. This project was initiated in 1978 as the result of a NTSB recommendation to improve airport safety.

**CONTACT:** Manuel Vega, 202-267-7795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO320	\$3,200	\$3	\$3

**TITLE:**

Runway Visual Range (RVR)

**DESCRIPTION:**

Runway Visual Range (RVR) equipment provides a standardized, instantaneous, and accurate method of measuring actual meteorological visibility at precision landing system equipped runways.

**CONTACT:** Manuel Vega, 202-267-7795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO321	\$1,200	\$1	\$1

**TITLE:**

Distance Measuring Equipment (DME)

**DESCRIPTION:**

Distance Measuring Equipment (DME) is a critical component of the instrument landing capability for precision and non-precision approaches. this equipment measures the distance from the aircraft to the runway.

**CONTACT:** Manuel Vega, 202-267-7795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO322	\$4,300	\$8,002	\$2,830

**TITLE:**

Computer Aided Engineering Graphics Replacement

**DESCRIPTION:**

The Computer aided Engineering Graphics (CAEG) provides for technical graphics capability technology to maintain its capacity for planning and documenting the deployment of large quantities of new equipment to the field. The CAEG provides engineers, technicians, spectrum managers and cartographers with access to an array of planning and design tools with analytical capabilities for the conduct of sitting analysis; space management activities; heating, ventilation and air conditioning (HVAC); Radio Frequency (RF) propagation analysis; and electrical design and analysis in consonance with access to electronic document management system to effect timely and optimal project implementation.

**CONTACT:** Steven Kalabolies 202-267-7411

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO323	\$0	\$5,400	\$5,700

**TITLE:**

Airport Cable Loop System

**DESCRIPTION:**

Many power, control, signal, and communications cables serving FAA facilities at major airports are 25 to 30 years old. The cables are badly deteriorated, lack remote maintenance monitoring functions, and do not provide redundant paths for critical functions.

This program replaces existing cable systems with copper or fiber optic cables configured in loop systems that provide dual paths for critical functions. It also provides engineering support for site analyses and determination of the most cost-effective solution.

Products:

- National cable loop design/standard
  - Update of FAA Order 6950.23(B), Cable Loop Communication Systems at Airport Facilities
  - Regional implementation support
  - Design packages for reliable and flexible power and/or cable loop systems.
- Accomplishments (1/97-9/98):
- Reorganized the program by management, economic, and engineering support
  - Developed the first Cable Loop Design Team composed of one FAA engineer per region
  - Developed the first Cable Loop Fiber Optic Technical Team · Upgraded cable loop fiber optic equipment at Denver
  - Completed Boston design package
  - Updated cable loop and fiber optic orders, specifications, and standards
  - Created construction funding packages and broke ground for cable loop projects at Boston and San Francisco
  - Upgraded cable loop fiber optic equipment at St. Louis
  - Created project schedules and baselines for FY 2000 through FY 2007; pending approval of the JRC.

**CONTACT:** Pedro Bracero 202-267-7808

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO326	\$1,000	\$0	\$6

**TITLE:**

VASI - Replacement for PAPI

**DESCRIPTION:**

FAA provides visual aids that are an integral part of the landing capability at designated airports throughout the US. This program addresses visual glide slope indicators that are used to provide pilots with approach slope angle information while in final approach. Specifically, this program will replace the aging Visual Approach Slope Indicators (VASIs) with Precision Approach Path Indicators (PAPIs).

**CONTACT:** Manuel Vega, 202-267-7795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO327	\$2,000	\$0	\$3

**TITLE:**

VOR/TACAN Network Plan

**DESCRIPTION:**

This is a national program to provide the necessary enhancements, relocations, and sustaining engineering to ensure that the VOR/DME and VORTAC facilities are able to function, as intended, until such time that the ground based VOR navigational system is totally decommissioned and the transition to the GPS is completed. When VOR signal transmission

deterioration occurs due to site encroachment such as tree growth, construction of bridges, buildings, etc., it is necessary to restore these facilities to their full service volume. Converting these flight restricted VOR sites to a Doppler VOR configuration mitigates operational system changes and corrects signal deficiencies.

**CONTACT:** Manuel Vega, 202-267-7795

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00415	\$275	\$300	\$325

**TITLE:**

Advanced Qualification Program Document Management System (AQPDMMS)

**DESCRIPTION:**

The Advanced Qualification Program (AQP) branch has initiated a project to decrease substantially the resources and amount of time required to analyze, to review, and to approve key program documentation and performance data. With over 30 active programs involving both major and regional air carriers, the AQP requires detailed document and data coordination with 20 separate field offices throughout the U.S. Using Commercial Off-the-Shelf (COTS) software, an Extended Review Team Technology System (ERTTS) has been established with remarkable results. Because of ERTTS, document processing times and associated costs have been cut in half. The capability to exchange, reviews, and improve documents in minutes instead of days has been demonstrated. Future goals and plans will extend ERTTS technology advances to the processing of AQP performance data, and linking this data to the Integrated Flight Operational Quality Assurance (IFQA) project data, to improve flight crew performance and integrate risk analysis techniques. Improved methods and technology are needed to standardize performance data submissions, to improve dramatically the processing times for key data analysis and reporting tasks, and to enable the coordination of data analysis results between FAA headquarters and field activities.

**CONTACT:** Tom Longridge, Manager, AFS-230, (703) 661-0275

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00416	\$795	\$795	\$795

**TITLE:**

Project Tracking Reporting System & Vital Information System (PTRS/VIS)

**DESCRIPTION:**

Flight Standards legacy database used for tracking critical safety information for all certificated airmen, air operators, and air agencies. All surveillance data is captured in this data base and used for analysis.

**CONTACT:** Richard Abbott, 781-238-7213

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00417	\$250	\$400	\$480

**TITLE:**

Imaging of Rule making historical data

**DESCRIPTION:**

Image and integrate rulemaking documents with IRMIS. The system will preserve deteriorating hand copy historical rulemaking documents

**CONTACT:** Nick Spithas, 202-267-9704

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00420	\$1,415	\$1,457	\$1,501

**TITLE:**

Regulatory Information System (RIS) Selection/Implementation

**DESCRIPTION:**

This project provides a commercial Regulatory and Guidance document product that is used in Flight Standards' headquarters, regional and field offices and on the Online Aviation Safety Inspection System (OASIS) laptops. Nearly 4,000 Operations, Maintenance, and Avionics Aviation Safety Inspectors (ASIs), managers, analysts, and others use regulatory and guidance information in the performance of aviation safety related duties. Documents include but are not limited to Federal Aviation Regulations, Airworthiness Directives, Advisory Circulars, ASI handbooks, Notices of Proposed Rulemaking, etc.

**CONTACT:** Richard Durbin, (202) 267-3435

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00334	\$0	\$82	\$1,486

**TITLE:**

AWP- Personal Computer/Local Area Network (PC/LAN)

**DESCRIPTION:**

A local area network with Intel and non-Intel equipment. This system is used for all data transport between FAA personnel computers and ADTN. Application also utilize this transport, ccmail, internet, intranet, IPPS, etc.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00424	\$0	\$0	\$1,000

**TITLE:**

Airport Surveillance Radar-9 (ASR-9)

**DESCRIPTION:**

The ASR-9 provides an enhanced airport surveillance radar (ASR) with features that support flight safety and improve system reliability and maintainability. It provides state-of-the-art radar service at high-density airports.

**CONTACT:** Jim Pette, AND-420, 202-267-9381, Irene Langweil, 202-267-5348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00427	\$9,300	\$13,500	\$11,000

**TITLE:**

Approach Light System W/Sequenced Flashing Lights (ALSF-2)

**DESCRIPTION:**

Presents visual approach lighting patterns to landing aircraft.

**CONTACT:** Billy Nesmith, 202-493-4764

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00428	\$1,000	\$0	\$1,000

**TITLE:**

Host Interface Device/Natioinal Airspace Sys. Local Area Network (HIDNASLAN)

**DESCRIPTION:**

Provides an interface between NAS host computer system and users

**CONTACT:** Tim Hancock, 202-493-4702

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00434	\$3,168	\$3,322	\$3,482

**TITLE:**

ACQUIRE

**DESCRIPTION:**

The mission of teh ACQUIRE Product Team is to operate and maintain a modern FAA automated procurement system that meets users needs through continuous improvements. The team has the following objectives:

Develop streamlined business processes for procurement that enables the use of information technology.

Maintain a system that is modular, scalable, and supports open architecture.

Maintain current system applications.

Reduce the time to create, amend, approve, track and report on a procurement request and award data.

**CONTACT:** Jack Rogers, 202-267-7382

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00435	\$0	\$0	\$6

**TITLE:**

AUA Local Area Network, (AUA LAN)

**DESCRIPTION:**

Continued development and maintenance of computer hardware and software for Network and Workstation use to accomplish the office objectives in an effective manner.

**CONTACT:** Robert Anderson, 202-493-0594

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO438	\$2,900	\$2,000	\$2,000

**TITLE:**

Surface Movement Advisor (SMA) (a component of Free Flight Phase I)

**DESCRIPTION:**

Surface Movement Advisor (SMA) FFP1 facilitates the sharing of aircraft arrival information with airlines to support their decision making regarding the movement of aircraft. In particular, SMA FFP1 provides airline airport ramp towers and/or operations control centers a one-way feed of terminal traffic information, including aircraft positions, altitudes, and ground speeds. the information can be used by airlines to estimate aircraft arrival times and is useful to them for improving their management of gate operations and for other traffic planning purposes. (The SMA FFP1 capability is significantly different from the NASA-developed SMA prototype currently in operations at Haretsfield Atlanta International Airport.) Aircraft arrival information for the six SMA FFP1 airports, Detroit Metropolitan, Philadelphia International, Dallas-Fort Worth, Chicago O'Hare, Newark, and Tarboro were made available in FY 1999 and FY 2000. In FY 2001, funding is required to operate and maintain the six SMA FFP1 sites and the Atlanta

**CONTACT:** Kenneth Klasinski 202-220-3399

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO439	\$42,000	\$44,800	\$47,100

**TITLE:**

Enhanced Traffic Management System(ETMS)/Traffic Flow Management Infrastructure (TFMI)

**DESCRIPTION:**

The Enhanced Traffic Management System (ETMS) is the heart of the Traffic Flow Management Infrastructure. ETMS is a mission essential system used to track, predict, and plan air traffic flow, analyze ground delay effects, and evaluate alternative routing strategies. ETMS helps traffic management coordinators (TMCs) respond to strategic situations across the National Airspace System (NAS), rather than focusing on local solutions based on incomplete data. This improved viewpoint helps the traffic management coordinators reduce delays and save millions of dollars of aviation fuel each year.

The ETMS was developed and deployed in the mid-1980s and has represented a quantum leap in the provision of decision support to traffic flow managers. The ETMS consists of Year 2000 compliant software operating on state-of-the-art Hewlett-Packard computer workstations. The ETMS is an operational system developed to assist the FAA in air traffic flow management.

Air traffic flow management is the strategic control of the air traffic to minimize delays and congestion and maximize the throughput of aircraft throughout the NAS. The following three types of organization perform traffic management activities:

- a. The Air Traffic Control System Command Center (ATCSCC) is responsible for air traffic flow

management nationwide. The ATCSCC coordinates and approves actions among the many Air Route Traffic Control Centers (ARTCCs).

b. The ARTCC Traffic Management Unit (TMU) is responsible for coordinating air traffic in the airspace for the local ARTCC.

c. The TMU at the Terminal Radar Approach Control (TRACON) is responsible for coordinating the air traffic within the scope of the airport.

ETMS provides the TMCs with four major traffic management functions:

a. Traffic Display. Current aircraft positions are graphically displayed on maps of geographical boundaries by means of the Traffic Situation Display (TSD). The TMCs use TSD to view traffic in a variety of modes. For example, nationwide, regional, or local airport traffic can be viewed and weather features affecting the traffic can be displayed.

b. Congestion Prediction. Comparisons of the expected number of aircraft in a specific airspace (e.g., airports and sectors) against capacity thresholds for the airspace are made and displayed with the Monitor-Alert (MA) function. Using MA, TMCs can predict congestion at any airport or sector up to four hours in advance.

c. Ground Delay Programs. When excessive congestion is predicted, TMCs implement a ground delay program to establish appropriate delays for aircraft whose destination is the congested airport but who are still on the ground.

d. Reroute Function. During severe weather, the TMCs implement the reroute function which determines the most efficient routes to detour aircraft around the weather.

**CONTACT:** Mike Goldser, 703-326-3834

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO444	\$2,275	\$3,350	\$2,285

**TITLE:**

Enterprise Information Architecture (EIA)

**DESCRIPTION:**

EIA produced an Information Enterprise Model that supports AFS's goals within the FAA Strategic Plan. EIA takes advantage of shortened development time to decrease the time necessary to deploy usable capabilities by aviation users, by incorporating proofs of concepts, pilots, prototyping and use of COTS and GOTS technologies.

**CONTACT:** Phil Leach 202-267-7678

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO333	\$23,372	\$24,435	\$25,657

**TITLE:**

ARINC (This is not an acronym)

**DESCRIPTION:**

HF/VHF air to ground way point position reporting for all oceanic flights.

The Airlines Electronic Engineering Committee (AEEC) is an international standards organization comprising major airline operators and other airspace users. AEEC member airlines work

closely with industry, including airframe manufacturers, avionics suppliers and component suppliers to achieve standardization of air transport avionics equipment and systems. The resulting documents are a product of industry consensus.

For five decades, AEEC has been instrumental in setting standards for air transport avionics equipment and systems. The many benefits include industry-defined products that can be produced on a competitive basis by various suppliers. AEEC standards enable airlines and other avionics users to achieve economies of scale in the procurement of avionics. This is achieved through the standardization of avionics form, fit and function and definition of aviation communication systems.

## ARINC Standards

ARINC publishes the standards produced by the AEEC. Three types of AEEC documents are available:

- ARINC Characteristics
- ARINC Specifications
- ARINC Reports

## ARINC Characteristics

ARINC Characteristics define the form, fit and function of avionics equipment. AEEC has produced two predominant families of Characteristics - ARINC 700-series and ARINC 500-series.

ARINC 700-series of Characteristics are the most current. These standards were developed starting in the early 1980's for the B-757, B-767, A-310 and MD-80 series aircraft. In many cases these specifications are digital versions of the older analog specs.

The emergence of digital avionics has provided greater opportunities for equipment integration. Thus, new standards were written for highly integrated systems such as the Flight Management System (FMS) and the Air Data/Inertial Reference System (ADIRS). The ARINC 700-series of Characteristics refer to the ARINC 600-series of supporting documents. AEEC continues to develop new ARINC 700-series Characteristics and new ARINC 600-series supporting documents today.

The ARINC 500-series of Characteristics define older analog avionics equipment. Most of these standards were prepared for the introduction of jet aircraft in the 1960s. These specifications are used widely on the B-727, DC-9, DC-10, and early models of B-737, B-747 and A-300 aircraft. Many of these Characteristics are so successful that they continue to be used in modern turbofan aircraft using today's technology. The ARINC 500-series of Characteristics refer to the ARINC 400-series of supporting documents.

**CONTACT:** John Wilson, 202-314-5923 & Melvin Banks, 202-314-7792

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00360	\$42	\$44	\$46

**TITLE:**

AWP - Consolidated Uniform Payroll System (CUPS)

**DESCRIPTION:**

Allows WP to extract data from national master listing to create local P/R listings and time and attendance reports.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00370	\$205	\$989	\$1,038

**TITLE:**

Southwest Office Automation (LAN/ASW)

**DESCRIPTION:**

Primary office automation support and overall information technology support services are provided to Southwest region organizations. This includes installation, upgrades, network administration and support, consulting services, training, personal computer maintenance and end user support. Also provided is the CC:Mail regional administration for all organizations located at the Southwest region.

**CONTACT:** Richard Roach, 817-222-5494

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00419	\$80	\$80	\$80

**TITLE:**

Regulatory Information Subsystem (RIS) Policy Subsystem

**DESCRIPTION:**

This is a legacy mainframe system that contains much of the same information (Federal Aviation Regulations, Advisory Circulars, Airworthiness Directives, etc.) that is contained on the commercial RIS product being distributed on CD-ROM under the RIS Selection/Implementation project. The Policy Subsystem will be analyzed as part of the Comprehensive Regulatory Information System (CRIS) and information that is duplicated on CD-ROM unnecessarily or no longer needed will be eliminated. Until CRIS is developed, this system must be maintained along with the commercial RIS product.

**CONTACT:** Richard Durbin, (202) 267-3435

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00343	\$20,438	\$16,441	\$17,203

**TITLE:**

Federal Telecommunications System (FTS2000, 2001)

**DESCRIPTION:**

FAA users with administrative voice, data, facsimile, and video telecommunications.

**CONTACT:** John Wilson, 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO349	\$3,355	\$4,660	\$4,681

**TITLE:**

National Airspace Data Interchange Network (NADIN)

**DESCRIPTION:**

Telecommunications connectivity for NADIN circuits managed by the national program office. Supports the maintenance of the networks.

This facility code is used for two networks: the NADIN Message Switched Network (MSN), and the NADIN Packet Switched Network (PSN), that together comprises the NADIN. NADIN is part of the data switching sub-element of the NAS communications and provides reliable high speed data communications between sub-systems in the NAS.

**CONTACT:** John Wilson 202-314-7773, 493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO352	\$1,100	\$367	\$386

**TITLE:**

Oceanic Data Link (ODL)

**DESCRIPTION:**

Satellite based services to oceanic controller pilot data link communications.

The United States, in concert with the Air Traffic Service (ATS) provider States of the South Pacific is currently pursuing

implementation of an interim Future Air Navigation System (FANS) - based Air Traffic Management (ATM) system to support FANS-1

aircraft beginning this year. The approach used to define the FANS-based ATM system in the Pacific region was driven by a need to achieve tangible benefits.

Evolution towards implementation of the interim FANS-based ATM system in the South Pacific was initiated by the airline user

community, based on experience in the Pacific Engineering Trials (PET) in the early 1990s.

The airlines and providers later agreed to proceed with ICAO approved interim standards for the Controller Pilot Data Link

Communications (CPDLC) and Automatic Dependent Surveillance (ADS) portions of the system, since these standards were mature

enough to manufacture avionics. All parties agreed to launch programs to implement the FANS-based system on an aggressive 24-month schedule.

A schedule of incremental benefits was established. Besides allowing more optimized routing for FANS-1 equipped aircraft, ATM service providers have structured goals into a sequence of separation minima reductions in South Pacific airspace, thus providing incremental user benefits at each step. Additionally, the operational use of the FANS-based oceanic ATM system will provide invaluable data for the refinement of the relevant ICAO Standards and Recommended Practices (SARPs).

The user community then worked with the air traffic service providers in the South Pacific Oceanic airspace under the auspices of the Informal South Pacific Air Traffic Service Coordinating Group (ISPACG) towards implementing a FANS-based ATM system.

ODL uses Telecommunication Processor as its hardware platform. Through a windows display and preformatted ICAO message sets, the controller will "link on" to FANS-1 aircraft and exchange messages over a data link network encompassing NADIN II, ARINC Packet Network and Inmarsat. Today, messages are sent over HF radio to a service provider, where they are transmitted to the centers via teletype. This method is tedious and at the mercy of atmospheric conditions that make HF radio unreliable. ODL, using a satellite data link network will vastly improve the speed and reliability of controller to pilot communications.  
**CONTACT:** John Wilson, 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00355	\$1,971	\$1,539	\$1,847

**TITLE:**  
World Area Forecast System (WAFS)

**DESCRIPTION:**  
The World Area Forecast System (WAFS) is a worldwide satellite communications system managed and operated by the National Weather Service (NWS) on behalf of the FAA. The purpose of WAFS is to improve the distribution of required aviation weather products as well as relieve congestion on traditional telecomm networks. This program is designed to meet US treaty obligations to the international community.

**CONTACT:** John Wilson, 202-314-7773

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00446	\$3,000	\$10,700	\$14,400

**TITLE:**  
Automated Flight Service Station Voice Switch (AFSSVS)

**DESCRIPTION:**  
The AFSSVS is a new program that was approved by the JRC on May 30, 2000. The objective of the AFSSVS program and in accordance with Mission Need Statement # 320

(August 5, 1997) is to sustain the voice switching capability in the Automated Flight Service Stations (AFSS) through the next decade, while providing for needed performance and capability enhancements. Performance enhancements include, but are not limited to, increased reliability, maintainability, supportability, scalability as well as the capability to electronically reconfigure the system and offload frequencies.

The Automated Flight Service Stations (AFSS) provide a variety of services to users of the National Airspace System (NAS). These services include pilot weather briefings, real time weather advisories, search and rescue, flight planning, broadcast messages, and communications services to commercial, general aviation, and military pilots. The fundamental objective of the AFSS is to provide those services critical to the conduct of safe and efficient flight. The goal of the voice switch program is to improve safety and efficiency by enhancing pilot/controller communications

This new AFSSVS capability will support the Flight Service Architecture and contingency concept of operations. This will allow an AFSS to transfer its G/G and A/G radio communications to other AFSS. Transferring, or off-load capability, is a very important aspect of the FAA's operational concept for the future, as documented in the Flight Service Architecture Core Group (FSACG) report dated April 30, 1998. This report refers to the potential reduction of hours at some AFSS. In order for this new architecture to be implemented, enhancement of the AFSS voice switch capabilities is necessary. The system would also be compatible with new digital FAA communication networks where applicable.

This program will replace a total of 64 voice-switching systems at the AFSS and other FAA facilities, and 14 systems at the FSS.

**CONTACT:** Jenny Perez 202-493-4796

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO445	\$6,804	\$67,078	\$77,991

**TITLE:**

FAA Telecommunications Infrastructure (FTI)

**DESCRIPTION:**

FTI program (previously referred to as FICS-21) is intended to provide reliable, manageable, efficient and cost-effective telecomm services while maintaining the high degree of safety and security of the FAA's airway management missions. FTI services will replace most FAA owned and leased telecomm systems/services and consolidate their functions under a single contract. The FTI contract will provide services that will meet current and future telecomm requirements while reducing the unit cost for telecomm.

**CONTACT:** David Joyce 202-493-5433, Michelle Brune, 202-493-5941

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO447	\$1,100	\$2,904	\$3,174

**TITLE:**

Band Width Manager (BWM)

**DESCRIPTION:**

The capability to increase bandwidth efficiency.

**CONTACT:** John Wilson, 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO421	\$97,500	\$100,000	\$110,660

**TITLE:**

Explosive Detection Systems (EDS)

**DESCRIPTION:**

This system is listed in the Aviation System capital Investment Plan (CIP) as "Advanced Airport Security Systems), M-33. The Explosive Detection Systems (EDS) consist of 4 elements: EDS with Advanced Technologies, Electronic Trace Detection (ETD), Screener Proficiency Evaluation and Reporting System (SPEARS), and Computer Assisted Passenger Screening (CAPS) - Passenger Profiling.

**CONTACT:** Anthony R. Vanchieri, AAR-550/SEIPT

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO430	\$2,952	\$3,008	\$3,158

**TITLE:**

ARA/ASD/AND/AAR/ACM Local Area Network (ASD LAN)

**DESCRIPTION:**

The ASD LAN provides local area network support and desktop services to some organizations under the Associate Administrator for Acquisitions and Research (ARA). These organizations include: ARA Front Office, ASD, AND, AAR, and ACM.

**CONTACT:** Francisco Estrada, ASD-600, 202-358-5257

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO437	\$66,900	\$57,900	\$42,000

**TITLE:**

Center TRACON Automation System (CTAS) (a component of Free Flight)

**DESCRIPTION:**

CTAS, a component of Free Flight Phase I, aids the en route controller and traffic managers in making efficient decisions regarding arriving aircraft. CTAS is currently composed of two tools, the Traffic Management Advisor (TMA) and passive Final Approach Spacing Tool (pFAST). TMA is a decision automation tool that aids the en route controller and traffic manager in optimizing and smoothing the flow of en route arrivals, minimizing delays and balancing the spacing and sequencing of arrival aircraft. PFAST is a decision support tool that exploits the use of existing airport capacity by helping merge and sequence streams of traffic into the airport and balancing the airport's runway usage. Together TMA and pFAST help air traffic controllers manage the increasingly complex air traffic flows at large airports.

**CONTACT:** Maureen Knops, 202-220-3451

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO440	\$79,000	\$87,600	\$54,800

**TITLE:**

User Request Evaluation Tool (URET) (a component of Free Flight)

**DESCRIPTION:**

User Request Evaluation Tool (URET) Core Capability Limited Deployment (CCLD) provides an automated conflict probe that will enable En Route air traffic controllers to accommodate more frequently user-preferred flight trajectories, that is, the routes and the altitudes that best meet user needs. URET CCLD users surveillance data and flight plans to extrapolate aircraft positions up to 20 minutes forward in time to identify to controllers potential aircraft-to-aircraft conflicts (separation standard violations) and aircraft intrusions into special-use and restricted airspace. It includes a trail planning capability whereby a controller can determine whether or not a flight plan and/or altitude change request by a flight crew would result in conflicts with other aircraft or with airspace. The trail planning feature also can be used by controllers to analyze alternative strategies for resolving conflicts predicted by the conflict probe. Finally, URET CCLD provides an electronic flight data management capability within controllers' workstations. URET CCLD will allow controllers to better manage flights operating off airways and ATC-preferred routes at use-preferred altitudes. the capability will be implemented in seven-air route control centers (ARTCC).

**CONTACT:** Mike Edwards, 202-220-3418

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO432	\$2	\$2	\$3

**TITLE:**

ASU IT Infrastructure

**DESCRIPTION:**

The ASU LAN provides local area network support, desktop services, and IT Maintenance for ASU, AOA, ADA, ACR, AIO, and API.

**CONTACT:** Jeff Lane, 202-267-9987

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO359	\$32	\$33	\$35

**TITLE:**

AWP- Facilities & Equipment Cost Accounting (FECA) System

**DESCRIPTION:**

Facilities and Equipment Cost Accounting System

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO441	\$29,400	\$13,800	\$5,600

**TITLE:**

Collaborative Decision Making (CDM) (a component of Free Flight)

**DESCRIPTION:**

Collaborative Decision Making (CDM) is a collection of decision support and analysis tools that allow the FAA and airspace users to electronically exchange operational planning and NAS status information for use in arriving collaboratively at decisions affecting the efficient management of national and regional traffic flows. The heart of the CDM process is the Air Traffic Control system Command Center (ATCSCC) that serves as a principal computing hub for collecting, processing, and distributing traffic flow management information. The CDM process has three principal components. The first is shared situational awareness of traffic flows, NAS status and aircraft movement plans among FAA national and regional traffic flow management facilities and the operational control centers that manage the flights of airspace users. The shared situational awareness is achieved by collecting relevant information from FAA and user personnel with an operational need for the information. The second component is shared decision making wherein FAA and user fleet managers collaborate in deciding how best to manage traffic flows given system demand and capacity resources. Shared decision making is based on a suite of computer-based decision support tools that run concurrently on FAA and user platforms. The third component is performance analysis whereby FAA and users collaborate in analyzing traffic flow management system performance and determining how the

**CONTACT:** Jim Wetherly, 202-326-3053

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO385	\$15	\$1,454	\$1,527

**TITLE:**

CENTRAL REGION OFFICE AUTOMATION PLAN

**DESCRIPTION:**

MAIN OFFICE AUTOMATION/INFORMATION SUPPORT PLAN FOR CENTRAL REGION. THIS INCLUDES INSTALLATION, UPGRADES, NETWORK ADMINISTRATION AND END USER SUPPORT AND TRAINING. THE ACELAN CONSISTS OF NETWARE AND NT SERVERS, CABLETRON SWITCHES (BACKBONE) AND COMPUTER WORKSTATIONS. THIS EQUIPMENT IS RESPONSIBLE FOR ENSURING UNCOMPROMISED CONNECTIVITY AND READY ACCESS TO ALL SOFTWARE SOLUTIONS BOTH SERVER AND MAINFRAME. ALSO PROVIDED IS THE CC:MAIL REGIONAL ADMINISTRATION FOR ALL ORGANIZATIONS LOCATED IN THE REGION.

**CONTACT:** CARLA GRANT (816) 426-5302

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO442	\$62,900	\$89,370	\$138,900

**TITLE:**

Advanced Technology and Oceanic Procedures (ATOP)

**DESCRIPTION:**

The Oceanic Services Modernization is a new acquisition approach that will provide Air Traffic Interfacility Communications (AIDC) services, Direct Controller Pilot Data Link Communications (CPDLC), enhanced controller tools and add automatic dependent surveillance addressable/broadcast (ADS-A/ADS-B). CPDLC, AIDC and ADS-A will be implemented in all US controlled oceanic air space. ADS-B will be implemented in Anchorage Center's and in the

Oakland and New York center transition sectors. The addition of enhanced controller tools will allow for more actual controlling of aircraft by reducing the controllers' reliance on paper flight strips and their associated bookkeeping activities. Introduction of new hardware and software and their associated benefits will provide the best value to the government by reducing operating costs while improving computer/human interface features for air traffic controllers.

**CONTACT:** Nancy Graham (IPT Lead) 202-366-5316

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO413	\$835	\$839	\$1,420

**TITLE:**

Software licenses

**DESCRIPTION:**

Microsoft software licensing agreement, which provides software for all Flight Standards workstations (approx. 5,000) and servers (approx. 240). The agreement provides licenses and maintenance for client software such as operating systems, Office, Project, Access, etc. This agreement provides Flight Standards with the mechanism to maintain standard software versions on all Flight Standards workstations and servers and provides Flight Standards with the legal licenses for the software.

**CONTACT:** Tina Amereihn (202) 267-8890

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO418	\$1,172	\$1,172	\$1,172

**TITLE:**

PTRS/VIS Rehost

**DESCRIPTION:**

Convert the legacy Flight Standards Automation System (FSAS) to SQL/GUI program from Paradox 3.5.

The current system, Program and Tracking Reporting Subsystem (PTRS), provides a means for inspectors to plan, record and analyze all work function associated with the Flight Standards oversight of aviation activities.

The Vital Information Subsystem (VIS) is a database of all aviation activities that Flight Standards is responsible for. It becomes the source of information for many other uses, including work program planning, inspector complexity and grade determination, and other mission critical functions.

The current system is DOS based using Paradox 3.5 as the engine. The program is obsolete and no longer supported. It has been stretched to the limit and no longer has the flexibility to meet the ever challenging requirements of Flight Standards.

The rehosted system is being developed using SQL and a graphic user interface that will make it compatible with the latest information systems. With the use of a SQL data base and business

objects the system will provide for improved data quality, easier access and on line analytical processes. It will provide the flexibility to meet the future needs of Flight Standards.

**CONTACT:** Weston F. Edwards, Program Manager, 612-713-4294

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO328	\$0	\$1,500	\$1,500

**TITLE:**

FAA Airports Management Information System (FAMIS)

**DESCRIPTION:**

FAMIS is a web-enabled integrated system encompassing all of the business areas of ARP - Airport development planning, capital planning, grants management, AIP funds control, PFC program management, project management, certification and compliance issues, and airport safety issues, etc.

**CONTACT:** Nancy Watson, ARP-10, 202-267-9700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO329	\$6,264	\$10,735	\$8,725

**TITLE:**

Modernization of Human Resource Systems

**DESCRIPTION:**

The FAA needs to (1) replace the current Automated Personnel and Payroll Systems (The Consolidated Personnel Management Information System (CPMIS), Consolidated Uniform Payroll System (CUPS), The Integrated Personnel and Payroll System (IPPS) Phases 1 and 2; and (2) Provided automation support and add new functionality for the Federal Aviation Personnel Management System implemented April 1, 1996. The new system will correct material in the current system and bring in much needed functionality require to fully implement the changes made possible by Personnel Reform. \*\*\*\*\*This system replaces current CUPS, CPMIS, IPPS costs and brings greater functionality to the Agency. A thorough cost/benefit analysis is being completed.\*\*\*\*\*

**CONTACT:** Ken Macomber, AHP-100, 202-267-7068

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO330	\$23,802	\$18,204	\$19,115

**TITLE:**

Administrative Telecommunications - Local Telecommunication Services

**DESCRIPTION:**

Regional allocations to cover recurring costs for existing local telecommunication services. Annual Funding Documents established to fund agency recurring/usage charges for headquarters and regional Working Capital Funds.

**CONTACT:** John Wilson, 202-314-7773, 5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO331	\$6,875	\$5,460	\$6,733

**TITLE:**

Aeronautical Information System (AIS) (Leased A & B Service (LABS))

**DESCRIPTION:**

Aeronautical Information System (AIS) Description

The Aeronautical Information System (AIS) is a leased service that replaced the non-Y2K compliant Leased A and B service (LABS) GS-200 system. AIS provides Notice To Airmen (NOTAM), aeronautical weather information collection and distribution (Service A), and an interface to NADIN for filing and distribution of flight plans (Service B). AIS consists of a primary and hot-back-up server co-located at the contractor's facility in Chantilly, VA, and PC based workstations located at Air Route Traffic Control Centers (ARTCCs), FAA Regional Communications Centers, Automatic Flight Service Stations (AFSSs), Contract Weather Observers (CWOs), Military Base Operations (MBOs) and Offshore Oil Installations,. The AIS communicates with the Weather Message Switching Center (WMSCR) and National Airspace System (NAS) through the National Airspace Data Interchange Network (NADIN) Packet Switched Network (PSN).

AIS users access the system using a Netscape Browser and a Mail Client running on a Windows 95 Workstation. The AIS workstations communicate with the server through the NADIN PSN and/or dial-up connections. The Air Route Traffic Control Centers (ARTCCs) users have dedicated access to the AIS server via the NADIN PSN. Dial-up users include the Military Base Operations (MBOs), FAA Regional Communications Centers, Automatic Flight Service Stations (AFSSs), Contract Weather Observers (CWOs) and Offshore Oil Installations, and access the AIS server via a local dial line or toll free 800 services to a GTE network Point of Presence (POP).

DynCorp is the prime contractor for AIS and provides all operations and maintenance of the system. DynCorp is required to provide Contractor Maintenance and Logistic Support (CMLS) for Contractor Furnished Equipment (CFE). A 2 hour response time is required for a technician to be on-site at the ARTCCS and 4 hours for AFSSs. DynCorp is also under contract to maintain a twenty-four (24) hour seven (7) day a week Help Desk support service.

**CONTACT:** John Wilson, 202-314-7773, 493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO337	\$941	\$1,769	\$1,858

**TITLE:**

ASOS Interagency (NWS)

**DESCRIPTION:**

Interagency Agreement with NWS to fund recurring cost associated with ASOS local lines.

**CONTACT:** John Wilson 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00339	\$1,093	\$4,448	\$34,177

**TITLE:**

COMPUNETIX Operations Facility Communications Capability

**DESCRIPTION:**

Connectivity and conference capability to all the agencies air traffic operations facilities.

**CONTACT:** John Wilson 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00340	\$2,585	\$19,438	\$20,822

**TITLE:**

Data Multiplexing Network (DMN)

**DESCRIPTION:**

Maintenance of DMN network.

**CONTACT:** John Wilson 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00371	\$26	\$28	\$29

**TITLE:**

AWP-Limited Open Authorization (LOA)

**DESCRIPTION:**

Limit open travel authorization, helps to identify those employees on travel.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00373	\$116	\$155	\$160

**TITLE:**

Automated Budget System (ABS)

**DESCRIPTION:**

The Automated Budget System (ABS) automates management and planning of the Mike Monroney Aeronautical Center (MMAC) budget by providing enhanced capability to formulate, track, query, and report on all aspects of the budget process. The system has been operational since FY 94. This system eliminated the need for paper copies, provided standardization, and eliminated duplicate keystroking. The system also provides a cuff record capability at the program level. Many programs have been able to eliminate additional spreadsheets and records by using this system. It also ensures everyone is working with/from the same numbers

**CONTACT:** Kathy Ogg, 405-954-5061

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00375	\$6	\$6	\$8

**TITLE:**

Aeronautical Center Office Automation Support

**DESCRIPTION:**

Office automation support and overall Information Technology support services are provided to Aeronautical Center Organizations. This includes installation, upgrades, network administration and support. Consulting services, training, personal computer maintenance and end user support. Cc:Mail administration for all organizations located at teh Aeronautical Center. Security, Network Detection, Firewall maintenance, and proxy server maintenance, Internet Services, WEB Hosting. This encompasses the following MMAC Organizations: AMA AML, AMP, AMQ, AMC AMZ, AMH, AMC 1 thru 9.

**CONTACT:** Ancil Davis, 405-954-7773

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO377	\$9	\$9	\$3

**TITLE:**

CREDCARD

**DESCRIPTION:**

This system uses local DAFIS data to track credit card accounts.

**CONTACT:** Mohamad Fakhreddine, 817-222-5404

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO378	\$9	\$9	\$3

**TITLE:**

CHECKTRAC

**DESCRIPTION:**

**CONTACT:** Mohamad Fakhreddine, 817-222-5404

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO380	\$6	\$6	\$2

**TITLE:**

Budget Prior/Current Year-Permanent Change of Station (BPCY-PCS)

**DESCRIPTION:**

Monitors and controls the budget cost by cost center, program element, and object class of personnel making station changes.

**CONTACT:** Terry Askew, 817-222-5415

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO381	\$38	\$38	\$9

**TITLE:**

DAFIS-ASW (DAFIS Local Extension)

**DESCRIPTION:**

Extracts data from DAFIS national reports for Southwest region, create data files for balancing

general ledger totals, print reports, download various DAFIS reports for input to local systems and maintain master files.

**CONTACT:** Billy Landes, 817-222-5411

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00383	\$142	\$142	\$22

**TITLE:**

Field Inventory Replenishment System (FIRS)

**DESCRIPTION:**

Receives transactions from on-line entries and Logistics and Inventory System (LIS) to perform adjustments and create files to send to PPIMS, RPMMS, and a local system maintained by Southern region, PITA system. It also matches these data with FMF records to reflect any additions or changes to the FMF records in a new Supply and Support Code Directory file. Various reports are created.

**CONTACT:** Billy Lands, 817-222-5411

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00384	\$1,444	\$1,066	\$1,865

**TITLE:**

IT Backbone/Office Automation (ARC/AAL)

**DESCRIPTION:**

Primary office automation support and overall information technology support services are provided to Alaskan region ARC organizations, and other organizations via contract. This includes installation, upgrades, network administration and support, consulting services, training, personal computer maintenance and end user support. Also provided is cc:Mail regional administration and support either directly or as support for LOB technical staff for all organizations located in the Alaskan region.

**CONTACT:** Dale Turner, 907-271-5175

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00363	\$26	\$28	\$29

**TITLE:**

AWP- Workload Tracking/Travel Voucher Tracking (WT/TVT)

**DESCRIPTION:**

A web based voucher tracking system-allowing employees to monitor travel voucher

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO372	\$32	\$33	\$35

**TITLE:**

AWP-Government Transportation Request (GTR)

**DESCRIPTION:**

Local system, which allow tracking of government travel expense.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO376	\$9	\$9	\$3

**TITLE:**

Leases (accounting system)

**DESCRIPTION:**

This is a database system that tracks the lease payments for the accounting division in the Southwest region.

**CONTACT:** Mohamad Fakhreddine, 817-222-5404

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO379	\$9	\$9	\$6

**TITLE:**

Project Codes and Expenditures Reporting System (38-8F)

**DESCRIPTION:**

This system produces reports for project codes and expenditures.

**CONTACT:** Maureen Cooke, 817-222-5402

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO344	\$2,437	\$3,572	\$3,539

**TITLE:**

International Telecommunications

**DESCRIPTION:**

The International Telecommunications programs, along with other airline telecom services providers, are designed to provide AFTN, ATN, and digital voice services (PSS-1/QSIC) to international Civil Aviation Authorities (other than the FAA) in the geographical areas of NAM. CAR.SAM, ASIA/PAC, NAT/EUR to support Free Flight operations.

**CONTACT:** John Wilson 202-314-7773, 493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO346	\$2,695	\$6,156	\$3,856

**TITLE:**

Low-Density Radio Communications Link (LDRCL)

**DESCRIPTION:**

Maintenance of FAA-owned microwave telecommunications network.

**CONTACT:** John Wilson 202-314-7773, 493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00347	\$138,049	\$77,140	\$81,901

**TITLE:**

Leased Interfacility NAS Communications System (LINCS) - Operational Comm

**DESCRIPTION:**

LINCS is an interfacility communications system that conforms to the FAA's goal for standardization of telecommunications resources and to the FAA's Strategic Telecommunications Plan. Additionally, LINCS has satisfied requirements for the following: (1) recompetition of circuits, (2) elimination of single point failures with improved access, and (3) improved technical performance. The LINCS system is capable of expansion on a requirements basis as well as providing new channel types as industry standards mature and as FAA channel requirements change.

**CONTACT:** Mike Sullivan, 202-493-5956

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00348	\$165	\$200	\$200

**TITLE:**

Meteorological Data Collection & Reporting System (MDCRS) (part of ARINC)

**DESCRIPTION:**

Meteorological Data Collection and Reporting System under the ARINC contract.

**CONTACT:** John Wilson 202-314-7773, 493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00350	\$1,870	\$1,019	\$1,070

**TITLE:**

NIS

**DESCRIPTION:**

Provide Service Management capability and interoperability of NAS Data Systems.

**CONTACT:** John Wilson 202-314-7773, 493-5323

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00353	\$3,861	\$3,633	\$3,814

**TITLE:**

Radio Communications Link (RCL)

**DESCRIPTION:**

Maintenance of FAA-owned microwave telecommunications network.

The RCL network can be used in lieu of Telephone Company (TELCO) land lines for transmission of analog voice and digital data signals. RCL equipment is designed for any

number of frequency division multiplex channels. The equipment may be part of the national interfacility network providing area control, terminal control, and automated flight service facilities connectivity to any number of FAA facilities.

**CONTACT:** John Wilson, 202-493-5923 & Tom Loftus, (202) 493-5952

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00354	\$1,892	\$1,491	\$1,566

**TITLE:**

Vintage Switch

**DESCRIPTION:**

Maintenance of vintage key equipment or switching systems used to direct and control voice communications at terminal facilities.

**CONTACT:** John Wilson, 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00357	\$32	\$55	\$57

**TITLE:**

AWP- Departmental Accounting & Financial Information System (DAFIS)

**DESCRIPTION:**

This system serves ASP/ANM to extract and print local reports

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00358	\$42	\$44	\$46

**TITLE:**

AWP-Consolidated Personnel Management Information System (CPMIS)

**DESCRIPTION:**

Personnel master file used by local extension to produce reports concerning minorities, retirement, years of service, etc.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00361	\$63	\$66	\$69

**TITLE:**

AWP Personal Property Inventory Management System (PPIMS)

**DESCRIPTION:**

National Personnel Property System which (equipment in use) tracks all equipment considered personal property.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00362	\$26	\$28	\$29

**TITLE:**

AWP- Relocation Income Tax Allowance (RITA)

**DESCRIPTION:**

A tax refund system for permanent change of station. Used in travel.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO364	\$26	\$28	\$29

**TITLE:**

AWP- Workload Tracking/Airline Ticket Refund (WT/ATR)

**DESCRIPTION:**

This system is an Internet World Wide Web enabled Airline ticket refund system.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO367	\$63	\$66	\$69

**TITLE:**

AWP- Third Party Draft System (TPDS)

**DESCRIPTION:**

National draft system for advance payment of all FAA accounting transactions.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO368	\$26	\$28	\$29

**TITLE:**

AWP-Obligations Reporting Language (ORL)

**DESCRIPTION:**

A system for reporting financial commitments such as unpaid expenditures, transactions, and Employee's compensation.

**CONTACT:** Richard Cambra, 310-725-6789

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO369	\$8	\$8	\$6

**TITLE:**

Input/output MASTer (IHMAS)

**DESCRIPTION:**

This is a local Southwest system. It produces reports for accounting project codes and expenditures from the DAFIS accounting system for Facility and Engineering (F&E) projects. It runs on an Oracle database. These reports are matched against other reports to build accounting reports. Airway Facilities (and other organizations) are users of these reports.

**CONTACT:** Maureen Cooke, 817-222-5402

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO382	\$36	\$36	\$6

**TITLE:**  
Facility and Equipment Tracking - Southwest Region

**DESCRIPTION:**  
Uses data from national and local DAFIS to produce reports for balancing and tracking F&E job orders and projects.

**CONTACT:** Mohamad Fakhreddine, 817-222-5404

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO356	\$3,763	\$2,520	\$2,646

**TITLE:**  
WECO300

**DESCRIPTION:**  
Maintenance of key equipment or switching systems used to direct and control voice communications at terminal facilities (NY TRACON).

**CONTACT:** John Wilson, 202-493-5923

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO391	\$8	\$8	\$3

**TITLE:**  
Regional Project Material Management Systems (ASW-RPMMS)

**DESCRIPTION:**  
Extracts data from national and local DAFIS to produce local reports for balancing and as input to RPMMS national system.

**CONTACT:** Billy Landes, 817-222-5411

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO394	\$13	\$13	\$5

**TITLE:**  
Payroll (SN)

**DESCRIPTION:**  
Produces various payroll reports for various divisions in the Southwest region.

**CONTACT:** Terry Askew, 817-222-5415

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO395	\$13	\$13	\$4

**TITLE:**  
Personnel (PE)

**DESCRIPTION:**  
Receives data from CPMIS and produces personnel reports for various divisions in the

Southwest region.

**CONTACT:** Mohamad Fakhreddine, 817-222-5404

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO396	\$44	\$44	\$23

**TITLE:**

Facility Master File (FMF)

**DESCRIPTION:**

Functions as the main source of selected data on all facilities from which maintenance work-time reporting, personal services and other direct fixed costs, material support, and facility performance, and other pertinent facility information may be accessed. It is also used as input to various national and local systems where facility information is needed.

**CONTACT:** Terry Askew, 817-222-5415

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO399	\$2,730	\$1,315	\$2,777

**TITLE:**

PC/LAN Regional Systems

**DESCRIPTION:**

This system is the primary office automation infrastructure for the Region's administrative offices as well as the local area network for the all-regional data communications. Provision of services, equipment and software for system security, planning, installation, upgrades, administration, consulting, training, maintenance, end user support and e:mail regional administration are all included. System components include personal computers, servers and network routers and switches, and wiring for the regional office building. Funds are required to continue operation, maintenance and technology insertion to support office automation and technology efficiencies.

**CONTACT:** Mary K. Pritchard, 425-227-2049

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO403	\$0	\$900	\$1,300

**TITLE:**

Interactive Video Training (IVT)

**DESCRIPTION:**

The FAA's distance learning program includes Interactive Video Teletraining (IVT) as one of its solutions. IVT provides the FAA with live interactive quality course delivery to geographically dispersed students via satellite network. This results in major savings for the FAA, primarily in per diem and travel expenses. The IVT network consists of a digital satellite uplink and studio in Oklahoma city and downlink sites with a viewer response system at all major FAA locations in the United States. Currently, 36 downlink sites are operational with a total of 60 sites to be operational by the end of FY-99. The IVT network delivers mission-critical training and information broadcasts for FAA customers. This alternative to resident training is essential to the FAA because the agency cannot continue to fund travel and per diem to centralized facilities

for resident training.

**CONTACT:** Linda Fennel, 405-954-6323

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO407	\$2,764	\$1,590	\$1,685

**TITLE:**

Aeronautical Center Leased Telecomm (voice/data) (ARC/AMC)

**DESCRIPTION:**

This program maintains the majority of all telecommunication services and equipment at the Mike Monroney Aeronautical Center (MMAC). The Telecommunications Services Management team, AMI-600B manages this program. AMI-600B support functions, which are national in scope, such as the centralized Training Academy, centralized registry and records for all civil aircraft, centralized airmen records, departmental accounting and payroll, and other Automated Data Processing (ADP) services on a national and local level. Operation appropriation funds for this program are provided by AOP through DITCO for the FTS portion of the program, and directly to AMI for all other portions of the program.

This funding also supports the following: Telecommunications Information Management System (TIMS) functions for the Aeronautical Center, maintenance and operation support of the Northern Telecom SL-100 digital private branch exchange, the center-wide Fiber-optic Distributive Data Interface (FDDI) network, the Administrative Data Transmission Network (ADTN2000), Computer Based Instruction (CBI), all Federal Telephone Service (FTS), IRM systems initiatives and DOT/FAA data communications configuration report.

**CONTACT:** LOUIS RAINGE (405) 954-6031

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO409	\$0	\$2,510	\$1,824

**TITLE:**

AERONAUTICAL CENTER TRAINING AND SUPPORT FACILITIES

**DESCRIPTION:**

THE MIKE MONRONEY AERONAUTICAL CENTER (MMAC) AND ITS TENANT ORGANIZATIONS PROVIDE TRAINING FOR ELECTRONIC SYSTEMS CURRENTLY IN THE FAA INVENTORY; REPAIR SUPPORT OF NATIONAL AIRSPACE SYSTEM (NAS) PROGRAMS; SUPPLY SUPPORT FOR PROGRAMS SUPPORTING AIR TRAFFIC SAFETY; AND SECOND LEVEL ENGINEERING SUPPORT FOR ASSIGNED FACILITIES IN THE NAS. THE ADDITION OF NEW EQUIPMENT TO THE FAA'S INVENTORY, COUPLED WITH EXISTING NAS SUPPORT REQUIREMENTS, INCREASES THE NEED TO MAINTAIN SUITABLE SPACE AT THE AERONAUTICAL CENTER TO HOUSE THESE MYRIAD NAS SUPPORT FUNCTIONS. THERE IS A CORRESPONDING NEED FOR RELATED INFRASTRUCTURE, SUCH AS ROADS, SEWERS, WATER LINES, AND TELECOMMUNICATIONS. MANY OF THE CURRENT NAS SUPPORT FUNCTIONS ARE CONDUCTED IN OUTDATED STRUCTURES, AND IN SOME CASES, IN BUILDING THAT DO NOT MEET CURRENT BUILDING CODES. THIS PROJECT WILL PROVIDE FOR STRUCTURAL UPGRADES TO A 15 ACRE WAREHOUSE USED FOR NAS LOGISTICS SUPPORT. THIS IS THE SECOND CONSTRUCTION PHASE OF A FIVE YEAR PROGRAM TO PROVIDE BUILDING MODIFICATIONS THAT WILL CORRECT SEVERE

STRUCTURAL DETERIORATION, AND INCREASE THE STRUCTURAL CAPACITY OF THE BUILDING TO WITHSTAND THE WIND AND SEISMIC CONDITIONS OF CURRENTLY RECOGNIZED BUILDING CODES. THIS PROJECT WILL ALSO UPGRADE TELECOMMUNICATIONS INFRASTRUCTURE TO SUPPORT RAPIDLY EXPANDING USES OF THE MMAC TELECOMMUNICATIONS SYSTEM. ELECTRONIC COMMUNICATIONS, INFORMATION SHARING AND WEB BASED APPLICATIONS ARE BEING USED IN SUCH ACTIVITIES AS ACQUISITION, FINANCIAL MANAGEMENT, ACCOUNTING AND PAYROLL, TRAINING, AIRMEN/AIRCRAFT RECORDS PROCESSING, AIRCRAFT FLEET MANAGEMENT, FLIGHT PROCEDURES DEVELOPMENT AND DISSEMINATION, RESEARCH, FIELD TECHNICAL SUPPORT, SUPPLY MANAGEMENT, FLIGHT PROCEDURES DEVELOPMENT AND MANAGEMENT AND PHYSICAL/PERSONNEL SECURITY. THIS IS THE FIRST PHASE OF A MULTIYEAR PROJECT TO PROVIDE ADEQUATE TELECOMMUNICATIONS INFRASTRUCTURE TO SUPPORT THESE FUNCTIONS. FINALLY THE PROJECT WILL PROVIDE FOR PLANING, ENGINEERING AND DESIGN OF RENOVATIONS TO A 40-YEAR-OLD STRUCTURE THAT HOUSES AEROMEDICAL RESEARCH, CERTIFICATION AND TRAINING FUNCTIONS. THIS BUILDING HAS FAR EXCEEDED THE ECONOMIC AND FUNCTIONAL LIFE OF BUIDLING COMPONENTS SUCH AS HEATING, COOLING, PLUMBING, ELECTRICAL, MECHANICAL, VENTILATION AND LIGHTING SYSTEMS. IN SUBSEQUENT YEARS, THESE BUILDING SYSTEMS WILL BE REPLACED AND THE BUILDING WILL BE MODIFIED TO IMPROVE SPACE UTILIZATION AND TO MEET CURRENT BUILDING LIFE SAFETY, ENERGY EFFICIENCY, AND AMERICANS WITH DISABILITIES STANDARDS AND REQUIREMENTS.

**CONTACT:** DANNY THOMAS (405) 954-6022

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO400	\$11	\$11	\$12

**TITLE:**

Financial Reports (DAFIS Splitter)

**DESCRIPTION:**

This system enables the Regional Office to modify and create needed financial management reports, currently from DAFIS. It is expected that future financial systems will also require some level of local development.

**CONTACT:** Mary K. Pritchard, 425-227-2049

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO402	\$3,500	\$6,000	\$6,000

**TITLE:**

Training Modernization

**DESCRIPTION:**

Modernization enhances the operation and maintenance performance of the NAS. Modern state-of-the-art training methods, modern technology classrooms, enhanced training technology environment, and properly configured laboratory capability are required at the FAA Academy to effectively accomplish the training mission. The training program must be conducted in a simulated environment in a job-like setting using available telecommunications technology to

fully integrate training delivery media. It includes classroom and lab modernization.

Impacts of not funding this project will result in reduction of the FAA to efficiently support new systems with well-trained personnel. This would defer the FAA's ability to maintain systems and equipment. The FAA would sacrifice its ability to audit, inspect and enforce constantly changing regulations and standards. The FAA will fail to support a properly trained work force, thus compromising overall future safety within the NAS.

**CONTACT:** Patricia Crosby, 405-954-3140

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO472	\$0	\$11,200	\$11,800

**TITLE:**

Terminal Sustainment

**DESCRIPTION:**

Terminal Sustainment consists of three areas: Existing Systems Sustainment, Terminal Infrastructure and Operational Critical NAS Change Proposals (NCP). Existing Systems sustainment is a follow-on from the Terminal Software Development program and sustains the Common Automated Radar Terminal Systems IIE/IIIE (CARTS IIE/IIIE) and ARTS IIIA until it is replaced by STARS. Terminal infrastructure activities include configuration management, safety function performance analyses and recommendations, engineering support internal and external to the Terminal IPT, STARS/CARTS P3I, TRACON vulnerability, Free Flight Phase 1 follow-o effort, process improvement, etc. Operational Critical NCPs are activities to assess and incorporate critical functionality into STARS that has been approved for ARTS subsequent to the award of the STARS contract.

**CONTACT:** Henry Gonzalez, 202-264-3500

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO453	\$250	\$175	\$0

**TITLE:**

Air Carrier Activity Information System (ACAIS)

**DESCRIPTION:**

ACAIS matches passenger emplacement data and cargo volume data to the congressionally mandated formulas for distributing AIP trust fund monies to determine formula entitlements to states and airports for funding airport development projects.

**CONTACT:** Nancy Watson, 202-267-9700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO454	\$75	\$50	\$50

**TITLE:**

Passenger Facility Charges System (PFC)

**DESCRIPTION:**

The PFC system tracks and monitors all activity related to an airport submitting an application to impose a PFC, the FAA's approval process for the application, the projects to be funded, the

rate of collection, actual collections and expenditures.

**CONTACT:** Nancy Watson, 202-267-9700

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO455	\$450	\$450	\$450

**TITLE:**

LAN for Free Flight Phase 1 Program Office

**DESCRIPTION:**

LAN for Free Flight Phase 1 Program Office necessary for the conduct and management of the office.

**CONTACT:** Jack Walters, AOZ-10, 202-220-3351

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO456	\$0	\$0	\$0

**TITLE:**

Information System Security (ARA/ACT)

**DESCRIPTION:**

The Information Technology Branch is responsible for overseeing, coordinating, and ensuring that PDD 63 is implemented at the Tech. Center. PDD 63 states that a reliable, interconnected, and secure information system infrastructure be in place by 2003. To achieve this goal, ACT must have in place by 2003 the capability to protect ACT's critical infrastructure(s) (from intentional acts and to ensure that current and future ARA systems are deployed according to the approved ISS guidelines and architecture.

**CONTACT:** Shelley Yak, 609-485-6728

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO457	\$0	\$1,400	\$2,000

**TITLE:**

Runway Incursion Reduction Program (RIRP)

**DESCRIPTION:**

Runway incursions are on the NTSB "most worked" list on critical safety issues and are a high priority on the FAA's Safe, Skies Safety Agenda. This project provides per the developers as procedures education and training, and airports improvement methods to improve safety/efficiency; combined development of data technology and other secondary surveillance systems; and evaluation of new technologies.

**CONTACT:** Mark Keehan, 202-267-8291

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAAOO458	\$0	\$0	\$0

**TITLE:**

Airport Surface Movement Detection (ASDE) Service Life Extension Program (SLEP)

**DESCRIPTION:**

This project includes activities to extend the usable life of the ASDE-3 to 2015. Activities include the identification, analysis, and implementation of solutions to resolve obsolete parts issues and mainframability issues.

**CONTACT:** Mark Keehan, 202-267-8291

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00458	\$0	\$0	\$0

**TITLE:**

Airport Surface Movement Detection (ASDE) Service Life Extension Program (SLEP)

**DESCRIPTION:**

This project includes activities to extend the usable life of the ASDE-3 to 2015. Activities include the identification, analysis, and implementation of solutions to resolve obsolete parts issues and mainframability issues.

**CONTACT:** Mark Keehan, 202-267-8291

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00459	\$0	\$0	\$3,500

**TITLE:**

Airport Surveillance Radar (ASR-9) SLEP/Mod-S SLEP

**DESCRIPTION:**

Extend the econical service life resulting in drastically lower operations cost from increased reliability and reduced maintenance

**CONTACT:** Irene Langweil, AND-420, 202-267-5348

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00467	\$0	\$1,275	\$1,368

**TITLE:**

NEW ENGLAND REGION LAN/WAN AUTOMATION (ARC/ANE)

**DESCRIPTION:**

PRIMARY MANAGEMENT AND SUPPORT STAFF FOR THE ANE REGIONAL WIDE-AREA NETWORK (WAN) CONNECTING 34 REGIONAL FIELD OFFICES IN 21 SEPARATE COLOCATED SITES WITH ADTN2000, AND THE REGIONAL OFFICE LAN COMPRISING OF 14 VIRTUAL LANS SUPPORTING ALL LOBS WITHIN BOTH REGIONAL OFFICE BUILDINGS FOR COMPLETE HORIZONTAL INTEGRATION AND ACCESS TO ALL NATIONAL SYSTEMS WITH A PLAN TO UPDATE AND/OR REPLACE ROUTERS, SWITCHES AND OTHER WAN EQUIPMENT ON A 5-YR LIFE CYCLE. THIS PROJECT ALSO INCLUDES DIRECT SERVICES AND SUPPORT STAFF ON ALL NATIONAL CROSS-FUNCTIONAL SYSTEMS AND OFFICE AUTOMATION SUPPORT FOR ALL REGIONAL ARC ORGANIZATIONS AND LOBS WITH A PERFORMANCE AGREEMENT. FOR THE ARC ORGANIZATIONS, THIS PROJECT INCLUDES ALL HARDWARE AND SOFTWARE UPDATE/UPGRADE WITH A REPLACEMENT PLAN BASED ON A 4-YEAR LIFE CYCLE. MANAGEMENT AND SUPPORT OF THE REGIONAL IN-HOUSE IT TRAINING IS ALSO INCLUDED.

**CONTACT:** LISE REICHARD 781-238-7396

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00468	\$0	\$1,315	\$2,777

**TITLE:**

PC/LAN Regional System

**DESCRIPTION:**

This system is the primary office automation infrastructure for the Region's administrative offices as well as the local area network for the all-regional data communications. Provision of services, equipment and software for system security, planning, installation, upgrades, administration, consulting, training, maintenance, end user support and e:mail regional administration are all included. System components include personal computers, servers and network routers and switches, and wiring for the regional office building. Funds are required to continue operation, maintenance and technology insertion to support office automation and technology efficiencies.

**CONTACT:** Mary K. Pritchard (425)227-2049

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00469	\$0	\$151	\$160

**TITLE:**

Freedom of Information Act National Tracking System (FOIA-NTS)

**DESCRIPTION:**

The FOIA-NTS nationally tracks all statuses, the FOIA final release determination (including exemptions invoked), and computes fees due for all Freedom of Information Act requests received by the agency. It allows FOIA coordinators in regions across the country to coordinate their efforts in responding to FOIA requests. It computes and maintains data required for the FOIA Annual Report required by the Electronic FOIA Amendments of 1996, which includes such parameters as the median number of days to process FOIA requests. It produces an overdue report, and has various other reporting features useful for FOIA coordinators and managers in reviewing FOIA progress.

**CONTACT:** Valerie Collins, ARC-40, (202) 267-3108

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00460	\$0	\$1,526	\$2,047

**TITLE:**

LAN and Campus Infrastructure for Southern Regional Headquarters Office

**DESCRIPTION:**

Office Automation and IT Support Services provided to the FAA Southern Region Headquarters organization. This support entails hardware and software installation, upgrades, and network administration, help desk PC support for end users, and the management and administration of the campus backbone infrastructure. Also provided is the administration of the email hub for the region and associated support for subordinate post offices within each line of business.

**CONTACT:** Tom Robinson, 404-305-5855

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00461	\$0	\$400	\$400

**TITLE:**

Web-delivered Training

**DESCRIPTION:**

Provides access to a library of over 250 titles for office automation and information technology training via Internet to all FAA employees.

**CONTACT:** Patricia Crosby/Jerry Sparks, 405-954-4568

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00462	\$0	\$645	\$1,100

**TITLE:**

ARC Local Area Network/Wide Area Network/Office Automation

**DESCRIPTION:**

Integration and support of all Regional Office Automation Infrastructure under the purview of AEA-62 including Regional Office backbone, ADTN WAN connectivity, regional file servers, network operating systems, gateways, routers, desktop personal computer's hardware, software and peripherals.

**CONTACT:** Gary Solomon, (718)553-4157

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00464	\$0	\$15	\$100

**TITLE:**

HRMD LAN/WAN Office Automation

**DESCRIPTION:**

Upgrade, maintenance, training and associated replacement costs for LAN hardware and software including connectivity, file servers, network-operating systems, desktop workstations, application software and peripherals.

**CONTACT:** Carol Cruise (718)553-3132, Mike Castaldo (718)553-3451

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00465	\$0	\$125	\$417

**TITLE:**

Great Lakes Region PC/LAN (ARC)

**DESCRIPTION:**

Support and operate all AGL Regional office ARC LOB hardware and software for desktop PC's, LAN Servers, gateways, routers, network switchers and inter/intranet. Contractor support is needed to handle the increasing workload demands for customer support in the security, web and video areas within the ITS arena.

**CONTACT:** Brand, Tom (847) 294-7224

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00470	\$60	\$100	\$80

**TITLE:**

Monthly Performance Reporting System (MPRS)

**DESCRIPTION:**

The Monthly Performance Reporting System (MPRS) is a replacement system for EXIS.

**CONTACT:** Steve Hopkins 202 267 8160

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00472	\$0	\$11,200	\$11,800

**TITLE:**

Terminal Sustainment

**DESCRIPTION:**

Terminal Sustainment consists of three areas: Existing Systems Sustainment, Terminal Infrastructure and Operational Critical NAS Change Proposals (NCP). Existing Systems sustainment is a follow-on from the Terminal Software Development program and sustains the Common Automated Radar Terminal Systems IIE/IIIE (CARTS IIE/IIIE) and ARTS IIIA until it is replaced by STARS. Terminal infrastructure activities include configuration management, safety function performance analyses and recommendations, engineering support internal and external to the Terminal IPT, STARS/CARTS P3I, TRACON vulnerability, Free Flight Phase 1 follow-o effort, process improvement, etc. Operatioinal Critical NCPs are activities to assess and incorporate critical functionality into STARS that has been approved for ARTS subsequent to the award of the STARS contract.

**CONTACT:** Henry Gonzalez, 202-264-3500

<b>OA:</b>	<b>INITIATIVE ID:</b>	<b>FY-2000:</b>	<b>FY-2001:</b>	<b>FY-2002:</b>
FAA	FAA00474	\$0	\$0	\$9,200

**TITLE:**

Tower Displays

**DESCRIPTION:**

As air traffic volume increases, some Air Traffic Control Towers (ATCT) have been identified as having radar display requirements prior to the deployment of STARS to those sites. The Tower Displays program provides interim radar displays that satisfy those requirements until the deployment of STARS Tower Display Workstations (TDW). This program will redeploys existing DBRITE assets as they are freed up by the deployment of STARS TDW and will also deploy Remote ARTS Color Displays (R-ACD) to selected towers as needed.

**CONTACT:** Henry Gonzalez, 202-264-3500