



2012 FAA Budget Briefing to Industry

May 7, 2012

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2012 FAA Budget Briefing to Industry



Peter F. Dumont
Air Traffic Control Association



**Monte Belger
Metron Aviation**



Rob Tucker
Federal Aviation Administration



**Text Message Questions to
571-379-0415**



Moderator:

Rob Tucker, *Federal Aviation Administration*

Speakers:

Carl Burrus, *Federal Aviation Administration*

Jim Eck, *Federal Aviation Administration*

Steve Bradford, *Federal Aviation Administration*

Karen Gahart, *Federal Aviation Administration*



**Federal Aviation
Administration**

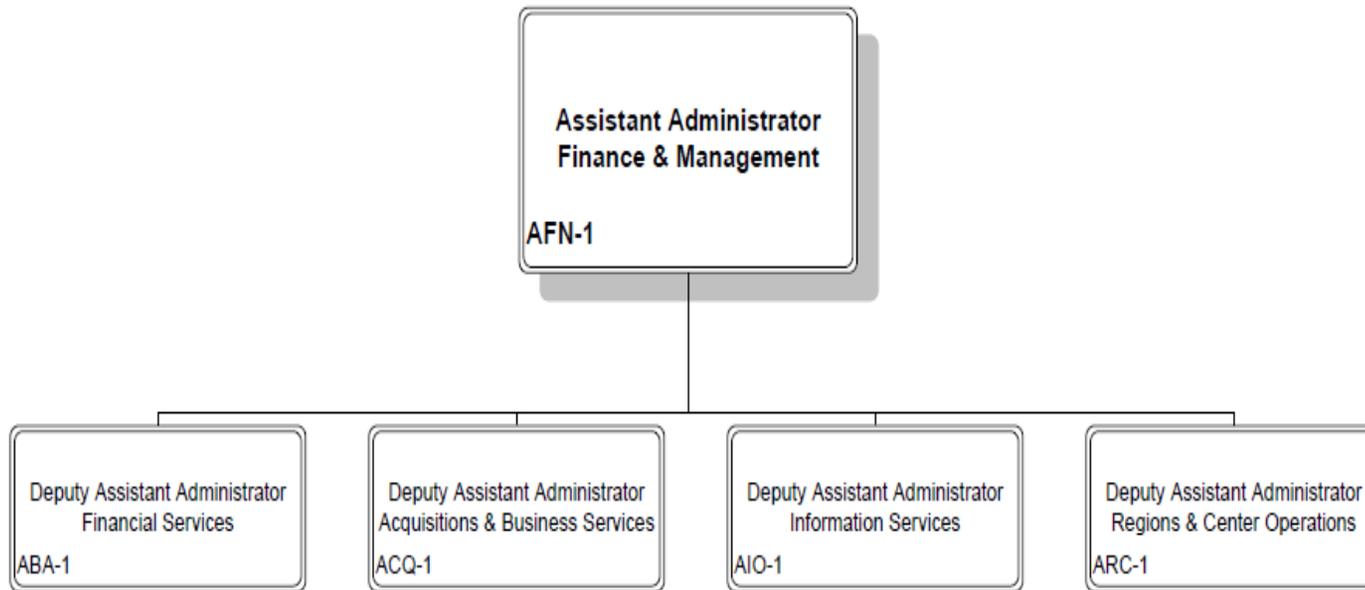
FAA Budget Symposium

FY 2013 President's Budget

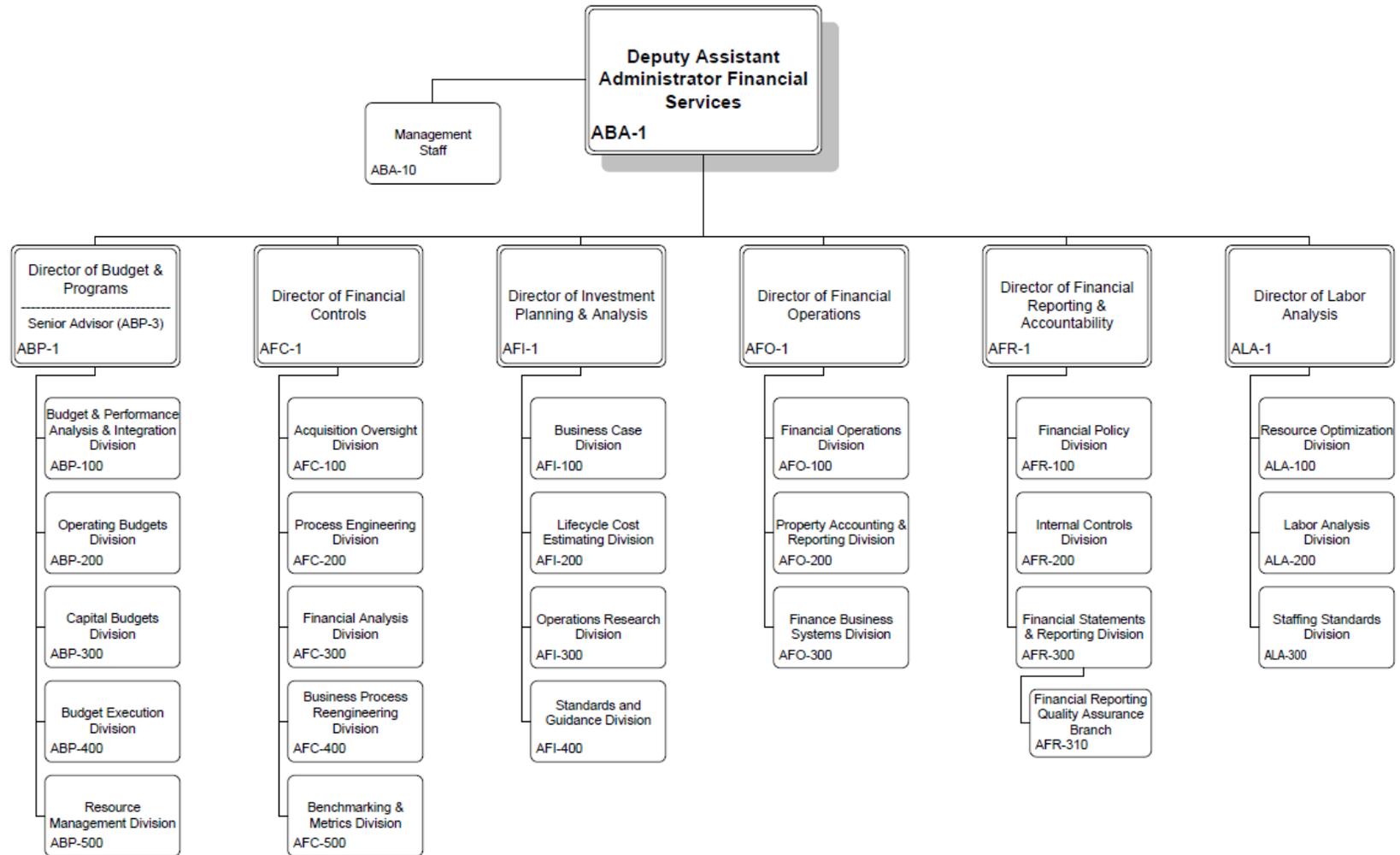
Carl Burrus

**FAA Director of Budget and
Programs**

AFN ORGANIZATION CHART



ABA ORGANIZATION CHART



FY 2013 REQUEST BY ACCOUNT

(Dollars in Millions)

Accounts	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Operations	\$9,514	\$9,653	\$9,718
Facilities and Equipment	\$2,731	\$2,731	\$2,850
Research, Engineering & Development	\$170	\$168	\$180
Grants in Aid for Airports	\$3,515	\$3,350	\$2,424
TOTAL	\$15,930	\$15,902	\$15,172

Note: Totals may not add due to rounding.



NEXTGEN SUMMARY

- **Total NextGen request is \$1.03 billion, a 11 percent increase over FY 2012 enacted level**
 - F&E: \$955 million
 - RE&D: \$67 million
 - Operations: \$12 million
- **Includes \$78.5 million for PBN (RNAV/RNP) procedures, a \$20 million increase over FY 2012**
- **NextGen staffing increases by 82 (from 281 to 363)**



FACILITIES AND EQUIPMENT (F&E)

(Dollars in Millions)

	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
NEXTGEN Programs	812	863	955
Infrastructure/ Other Programs	1,919	1,868	1,895
Total F&E	2,731	2,731	2,850



MAJOR PROGRAMS

Title	FY 13 Congressional Request (Millions)
ADS -B NAS Wide Implementation	\$271.6
Terminal Automation Modernization/Replacement Program (TAMR Ph. 3)	\$153.0
En Route Automation Modernization (ERAM)	\$144.0
Data Communications	\$142.6
Wide Area Augmentation System (WAAS) for GPS	\$96.0
Next Generation Transportation System - Future Facilities	\$95.0
Electrical Power Systems/Sustain Support	\$85.0
Terminal Air Traffic Control Facilities – Replace	\$64.9
SWIM	\$57.2
Runway Status Lights	\$35.2
National Airspace System Voice System (NVS)	\$10.2



RESEARCH, ENGINEERING AND DEVELOPMENT (R&D)

- **The \$180 million total request is an increase of \$12.4 million (7.4 percent) over the FY 2012 enacted level**
- **Includes \$95 million for safety-related research, increase of \$5M over FY 2012 enacted level.**
 - Fire Safety, Propulsion & Fuel Systems, Continued Airworthiness, Human Factors, Weather Program
 - Includes \$5.9 million is to meet our nation's growing need for Unmanned Aircraft Systems (UAS)
- **RE&D NextGen portfolio totals \$67 million, increase of \$7 million over the FY 2012 enacted level.**
 - \$12 million for Joint Planning and Development Office (JPDO)
 - \$20 million for Environmental Research - Aircraft Technologies, Fuels, and Metrics
 - \$14 million for the CLEEN program
 - \$10.4 million for Wake Turbulence Research



GRANTS IN AID FOR AIRPORTS (AIP)

- **FY 2013 AIP request is \$2.4 billion**
 - \$2,277 million for AIP grants
 - \$103 million for Personnel & Related Expenses – an increase of \$2 million to maintain staffing increase from FY 2012
 - \$29.3 million for Airport Technology Research to support enhanced safety and pavement research efforts
 - \$15.0 million for Airport Cooperative Research
- **Focuses federal grants on smaller commercial and general aviation airports that need the most help.**
 - The budget proposes to eliminate guaranteed funding for large and medium hub airports.
- **Increases Passenger Facility Charge (PFC) limit from \$4.50 to \$7.00 per enplanement.**
 - Provides large and medium hub airports greater flexibility to generate their own revenue.
 - This offsets the proposed decrease in airport grant funding.



OPERATIONS

- **\$10 million increase for Performance-Based Navigation (PBN)**
 - OAPM \$6.2 million
 - NAV LEAN \$3.8 million
- **Proposes an adjustment to Contract Tower Cost Share program**
 - Increases local cost share from 20 to 50 percent
 - Updating benefit-cost ratios used to determine local share
- **Includes \$846 thousand increase to strengthen our oversight of the growing Commercial Space industry**
 - Contract support to accommodate tenfold increase in operations
 - Offset by \$500 thousand through the suspension of spaceport grants
- **Other Adjustments**
 - \$67 million for pay raises guaranteed in our collective bargaining agreements
 - \$66 million reduction for administrative efficiencies



Immediate Transportation Investment

- The Budget assumes \$3 billion in FY 2012 from the President's \$50 billion Immediate Transportation Investment (ITI) initiative.
- ITI will spur job growth and initiate sound investments in roads, railways and runways.
- Provides \$1 billion to accelerate delivery of NextGen infrastructure.
- Provides \$2 billion for runway construction and other airport improvement projects.



FY 2013 REQUEST BY ACCOUNT

(Dollars in Millions)

Accounts	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	FY 2013 Senate Mark	Delta
Operations	\$9,514	\$9,653	\$9,718	\$9,698	-\$20
Facilities and Equipment	\$2,731	\$2,731	\$2,850	\$2,750	-\$100
Research, Engineering & Development	\$170	\$168	\$180	\$160	-\$20
Grants in Aid for Airports	\$3,515	\$3,350	\$2,424	\$3,350	\$926
TOTAL	\$15,930	\$15,902	\$15,172	\$15,958	\$786

Note: Totals may not add due to rounding.



FY 2013 Senate Appropriations Bill

- On April 19, the Senate Appropriations Committee passed it's version of the FY 2013 Transportation, Housing and Urban Development (HUD) spending bill (S. 2322).
- It is not know at this time when the bill will be taken up by the full Senate. Recommended funding for each FAA account is:
 - **Operations:** \$9,698 million, \$20 million below request and \$45 million above FY 2012. ATO is decreased \$18 million below request, AVS, AFN, and ANG are funded at the request level, AST is \$429 thousand below request, and Staff Offices (which includes AHR) is reduced by \$1.6 million below request.
 - **F&E:** \$2,750 million, \$100 million below the request, and \$19 million above FY 2012. Protects ADS-B, SWIM, TAMR, and ERAM but cuts Solution Sets, NNEW, Future Facility, GPS Civil Requirements, and Power Systems.
 - **RE&D:** \$160 million, \$20 million below request and \$7.6 million below FY 2012. Reductions were taken across Safety and Economic Competitiveness research. JPDO is reduced \$2 million below request. Environmental research is increased by \$424,000.
 - **AIP:** \$3.35 billion, \$926 million above the request and equal to FY 2012. Admin and research are fully funded at request, and \$6 million is provided for the Small Community Air Service program.



Impacts of 2013 Budget Sequestration

- To date neither Congress nor OMB has released any guidance on the sequestration, so it has not been possible to effectively plan for its implementation.
- Regardless of the details, reductions of the magnitude being discussed would force us to make some very difficult decisions about the levels of service we could continue to provide to aviation stakeholders and the American people.
- These decisions could be detrimental to the efficient movement of passengers and goods throughout the aviation system.
- And with 60 percent of our discretionary budget (and 72 percent of our Operations costs) devoted to employee compensation, we would need to focus on this area (in the short-term, at least) to attain the reductions required.





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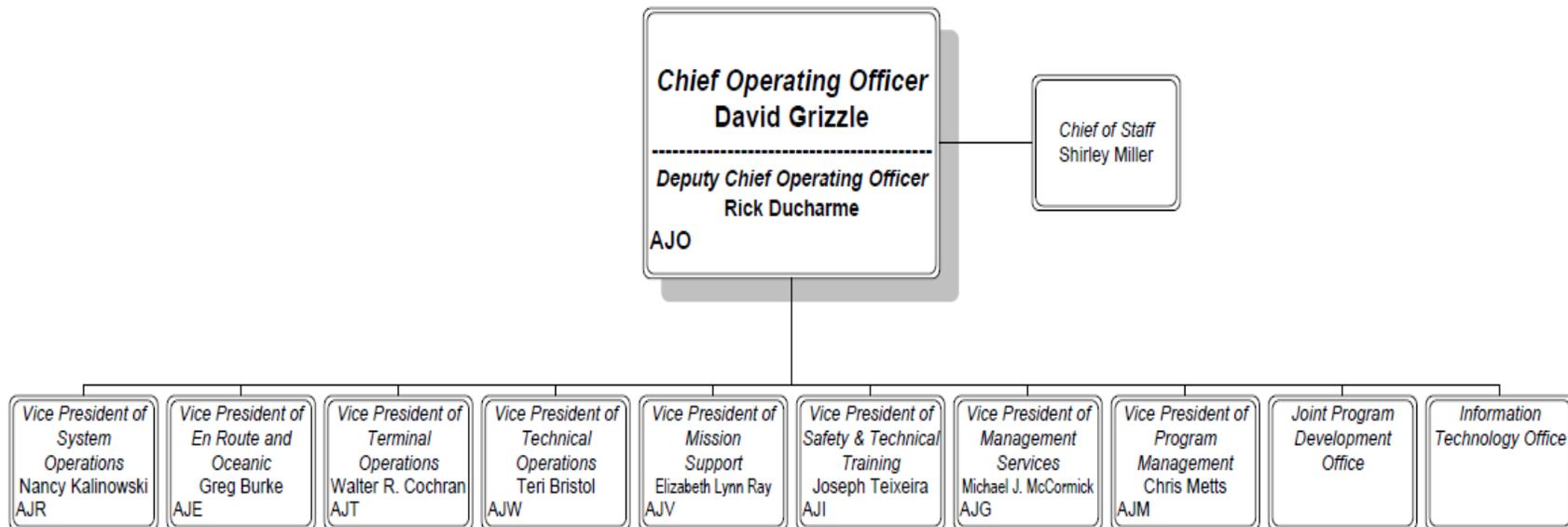
**Federal Aviation
Administration**

ATO Facilities and Equipment

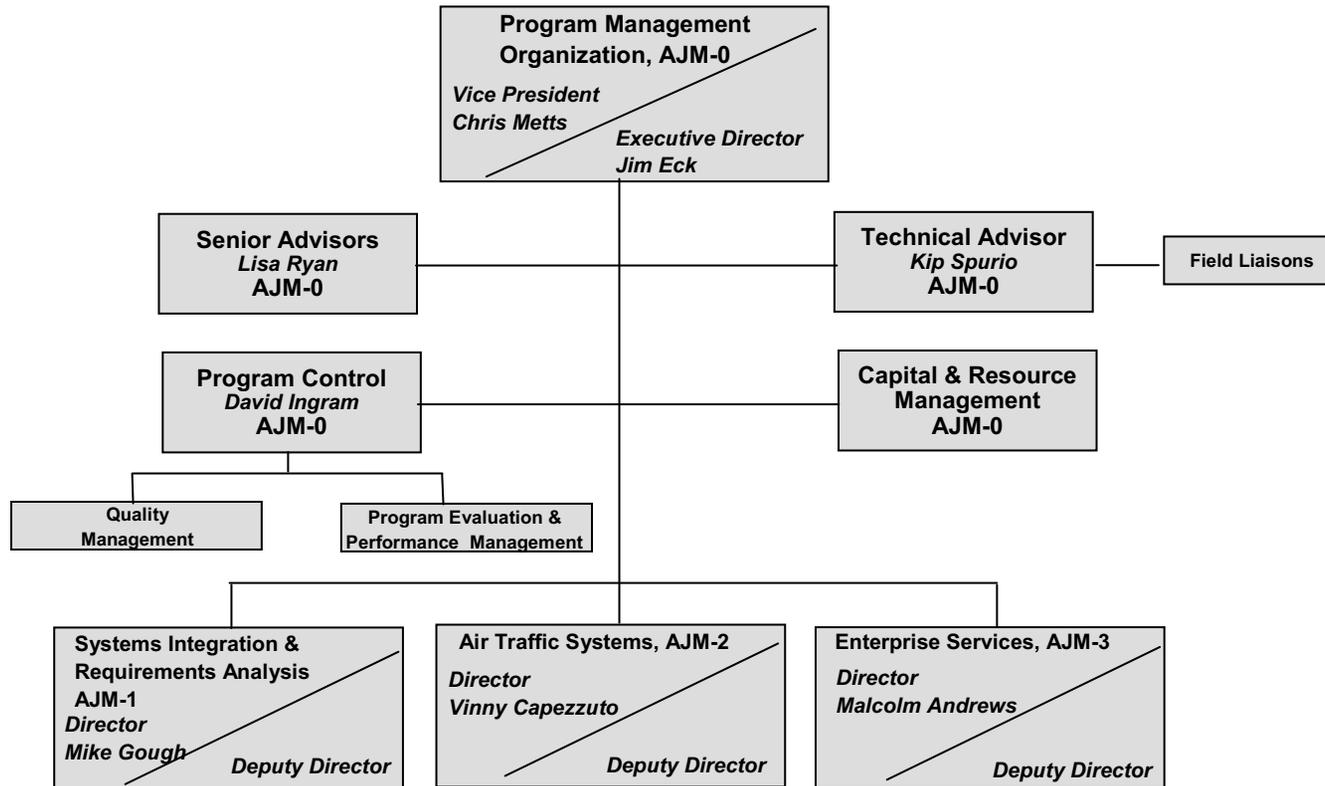
Jim Eck

**Executive Director, ATO Program
Management Organization**

ORGANIZATION CHART-COO



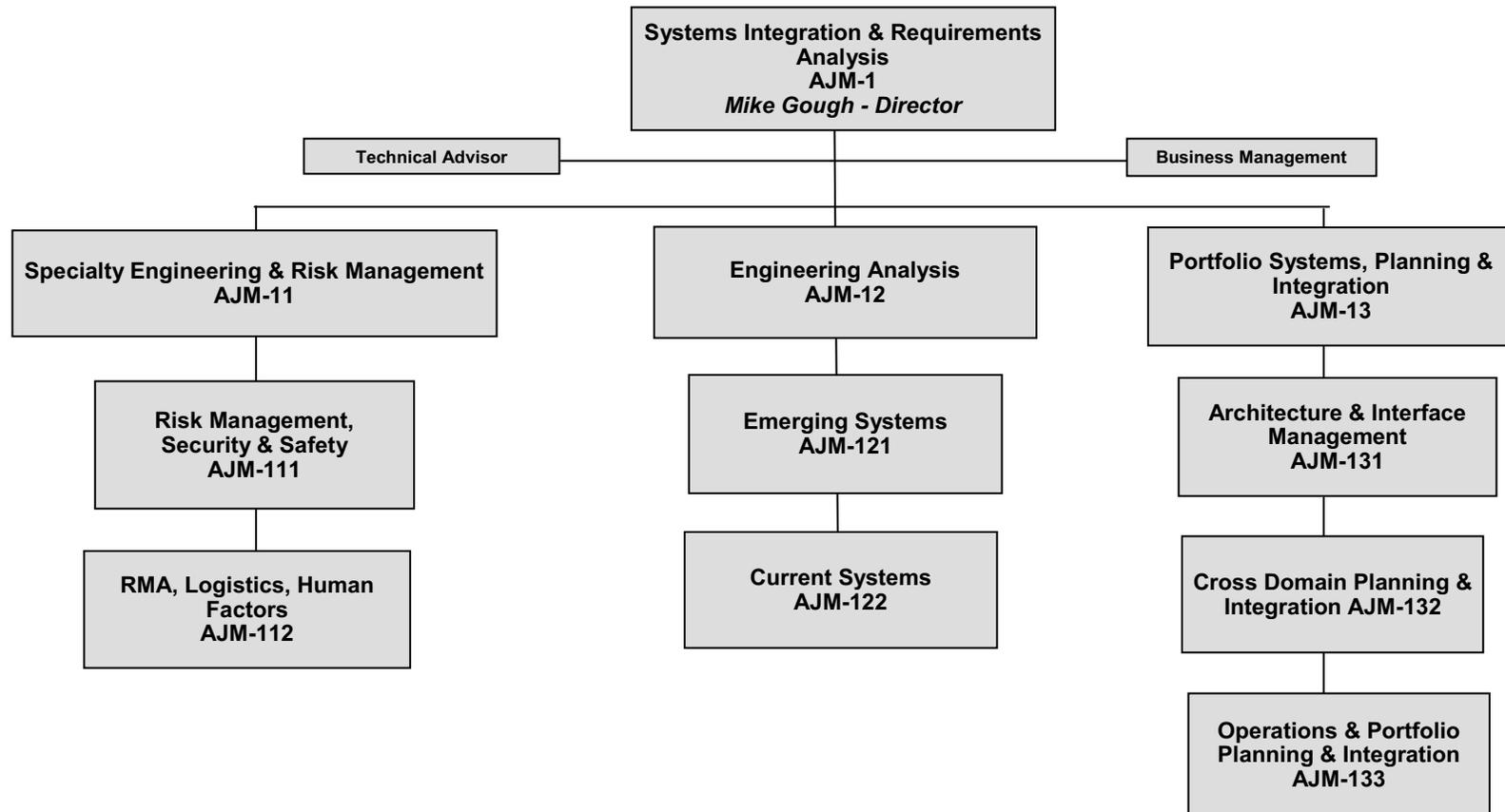
Program Management Organization, AJM-0



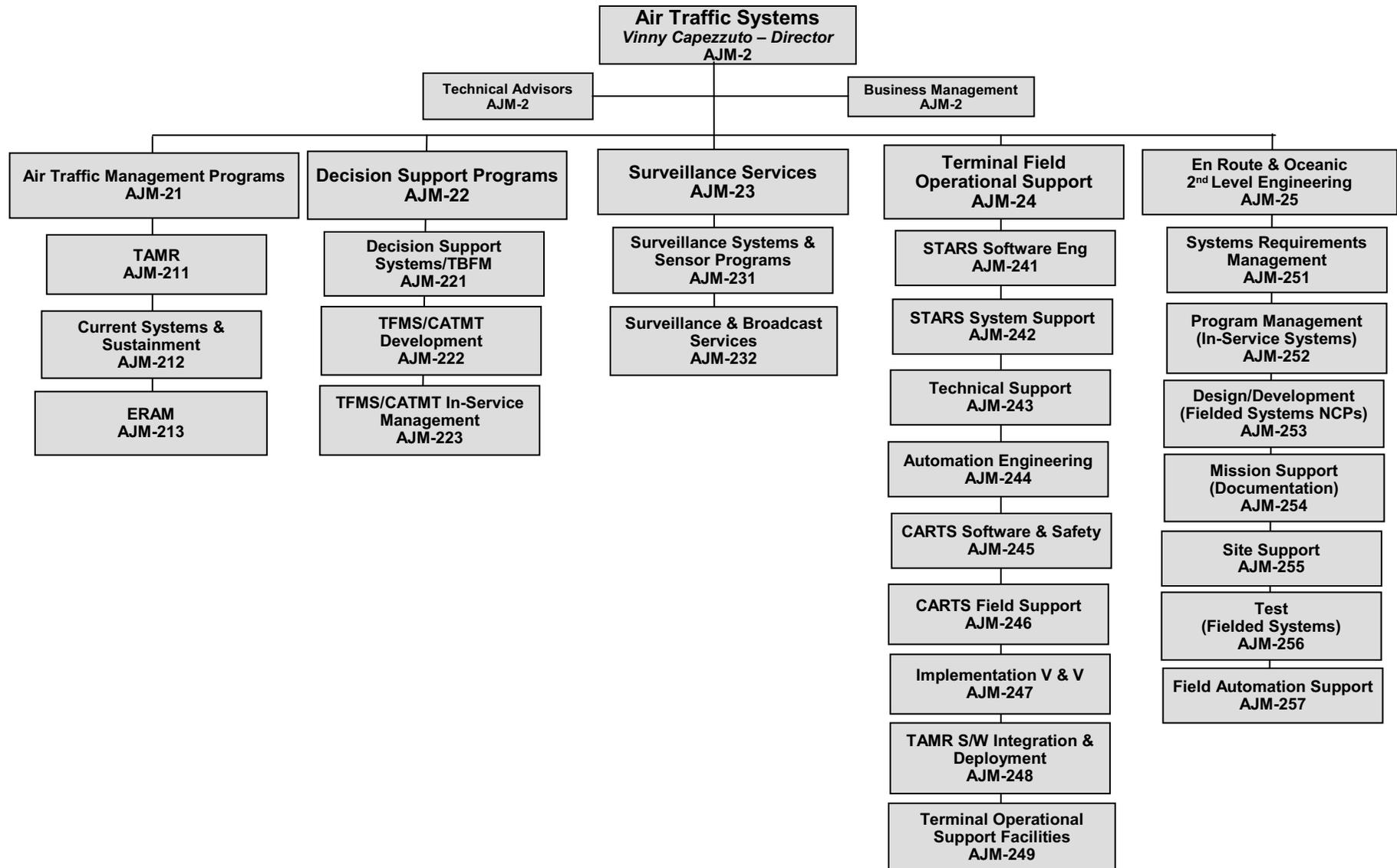
May 1, 2012



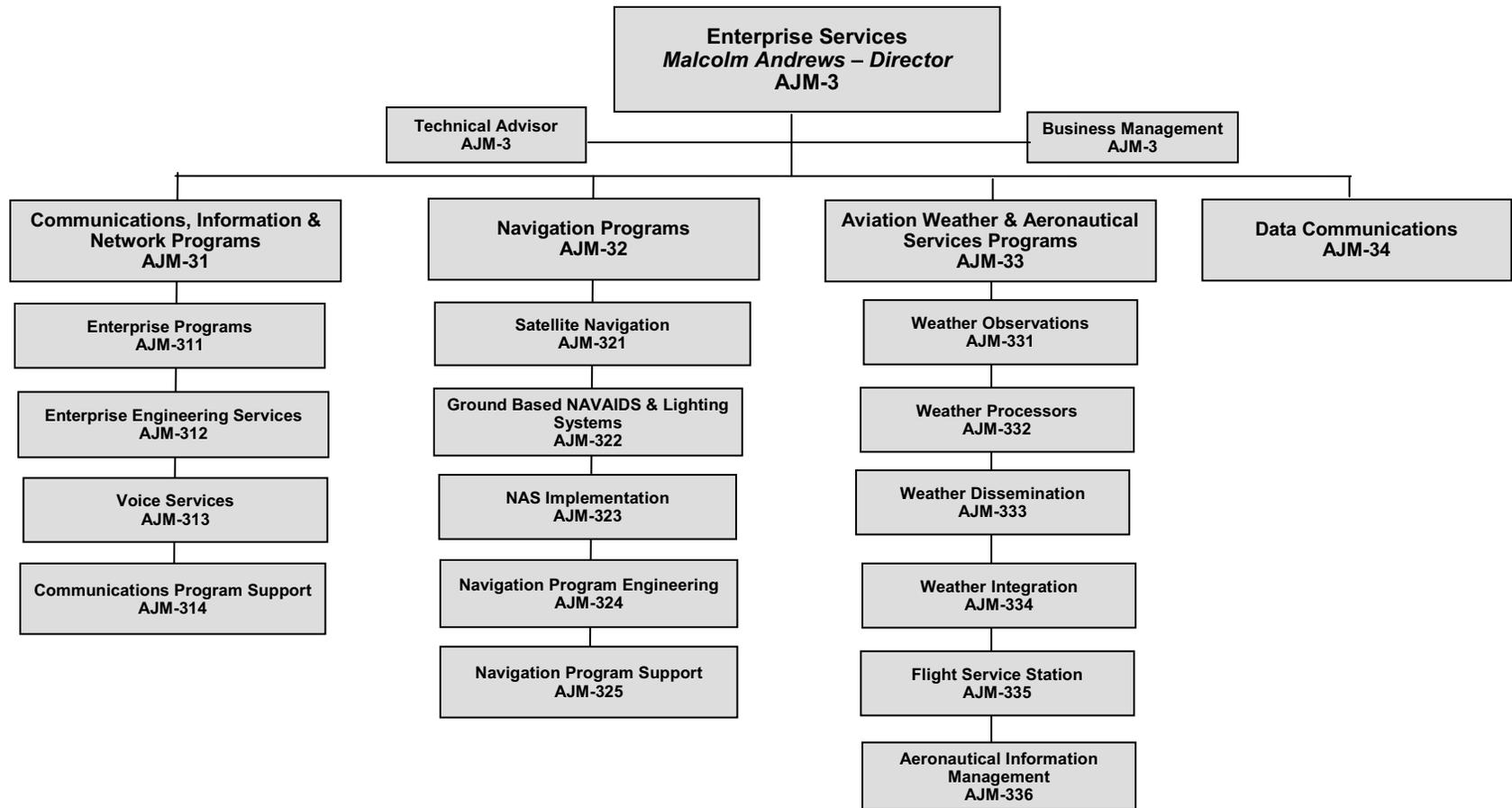
Systems Integration & Requirements Analysis, AJM-1



Air Traffic Systems, AJM-2



Enterprise Services, AJM-3



ATCT/TRACON Replacement

- **ATCT/TRACON Replacement:** The FAA provides air traffic control services from more than 500 Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON) facilities and must continually replace these buildings to ensure an acceptable level of air traffic control services and to meet current and future operational requirements.

- **Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
ATCT/TRACON-Replace	\$51.6	\$64.9

- **Schedule FY 2013:**

Phase I/II
Philadelphia, PA
Teterboro, NJ
Tulsa-Riverside, OK

Phase III
Tuscon, AZ
West Palm Beach, FL TRACON

Phase IV/V
Boise, ID
Ft. Lauderdale Executive Airport
Houston, TX
Kalamazoo, MI
Las Vegas, NV
Oakland, CA
Palm Springs, CA
Traverse City, MI
West Palm Beach, FL ATCT

Other
Advanced Requirements Definition



NextGen Future Facilities

- **The NextGen Future Facilities Program:** will be responsible for defining FAA’s long term strategy and approach to facility and service transformation. The program seeks to upgrade and transform air traffic control facilities and sites to make them flexible, scalable, and maintainable. The focus is on delivery of an infrastructure that supports the transformation of air navigation service delivery unencumbered by legacy constraints.

- **Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
Next Generation Transportation System - Future Facilities	\$15.0	\$95.0

- **Schedule or milestones:**

- Initial Investment Decision from JRC – November 2011
- First NextGen Facility: Deliver an Integrated Control Facility (ICF) servicing New York
- Coordinate and sign program/service level agreements for all program interdependencies necessary to deliver first facility capabilities – November 2012
- Finalize benefits analysis and align implementation plans – May 2013
- JRC Final Investment Decision- December 2012



Automatic Dependent Surveillance – Broadcast (ADS-B)

- **Automatic Dependent Surveillance – Broadcast (ADS-B)**-This new system promises to significantly reduce delays and enhance safety by using aircraft broadcasted position based on precise signals from the Global Navigation Satellite System instead of those from traditional radar to pinpoint aircraft locations to track and manage air traffic.

- **Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
ADS -B NAS Wide Implementation	\$ 285.1	\$ 271.6

- **Major Milestones:**

- Achieve Initial Operating Capability (IOC) ADS-B Capability on STARS at Houston TRACON- March 2012
- Achieve IOC ERAM with ADS-B at Houston Center- April 2012
- Achieve IOC for Surface Advisory Services at 15 sites (31 Cumulative)- September 2013
- Achieve IOC for Terminal ATC Separation Services at 45 sites (64 Cumulative)-September 2013
- Achieve IOC for En Route Separation Services at 15 sites (21 Cumulative)- September 2013

- **Air Carrier Avionics Status:**

- Jet Blue, United, USAir, UPS, Gulf of Mexico helicopter operations, Alaska GA

- **Air Carrier Avionics Certification:**

- US AIR certification of avionics for A330 is expected in Summer 2012. This will allow position data to be displayed on FAA controller automation systems.
 - UPS 767 STC Approved – December 2011
 - UPS 747/767 STC Approved – March 2012

- **Schedule:**

- Next Segment of ADS B will go to JRC during FY 12 (Continuation of baseline services and applications, expansion of services in Gulf of Mexico, and Implementation of the In Trail Procedures application)



The En Route Automation Modernization (ERAM)

- **The En Route Automation Modernization (ERAM) System** replaces the 40-year-old En Route HOST Computer System and backup system used at 20 FAA air route traffic control centers around the country. This is the main computer system air traffic controllers use to guide airplanes flying at high altitudes. ERAM is needed to allow the FAA to continue to provide safe and reliable air traffic control services, as well as, put in place the infrastructure necessary to transition to NextGen.

• Funding:

Title	FY 12 Enacted	FY 13 Congressional Request
En Route Automation Modernization (ERAM)	\$ 155.0	\$ 144.0

• Schedule:

– IOC Schedule of to be completed in FY 2012

ARTCC	
Salt Lake City (ZLC)	Jun-09
Seattle (ZSE)	Aug-09
Denver (ZDV)	Dec-11
Albuquerque (ZAB)	Dec-11
Minneapolis (ZMP)	Dec-11
Chicago (ZAU)	Jan-12
Oakland (ZOA)	Jan-12
Los Angeles (ZLA)	Jan-12
Houston (ZHU)	Apr-12

– IOC Schedule to be completed in FY 2013

ARTCC	
New York (ZNY)	Q1 2013
Kansas City (ZKC)	Q1 2013
Boston (ZBW)	Q1 2013
Indianapolis (ZID)	Q2 2013
Washington (ZDC)	Q2 2013
Cleveland (ZOB)	Q2 2013
Memphis (ZME)	Q2 2013
Fortworth (ZFW)	Q3 2013
Atlanta (ZTL)	Q3 2013
Jacksonville (ZJX)	Q4 2013
Miami (ZMA)	Q4 2013

•Order does not represent execution order within quarter.

• Other:

- First ORD- March 2012
- Last ORD August 2014
- Core functionality is solid. When ERAM has issues or problems, FAA reverts back to an earlier version of ERAM. Site specific problems at future sites remain possible.
- Union collaboration is improved.

Terminal Automation Modernization and Replacement (TAMR)-Ph. 3

- The Terminal Automation Modernization and Replacement (TAMR) program is designed to modernize the air traffic control systems at all the nation’s major airports. The goal is to migrate to a single Terminal automation platform for the National Airspace System:
 - Avoids dual software development costs
 - Resolves hardware supportability issues
 - Ensures ability to support ADS-B/NextGen
 - Includes the DoD, with over 80 systems worldwide
- **Capital Investment Plan (CIP) Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
TAMR Phase 3 Segment 1 and Segment 2	\$ 108.7	\$ 153.0

- **Major Milestones for Phase 3, Segment 1 (Replace ARTS IIIE)**

Authorization to Proceed	Dec-10	Completed
Contract Award – 11 STARS systems (NTE)	Dec-10	Completed
Final Investment Decision	Dec-11	Completed
Complete installation and checkout of upgraded hardware for CARTS IIIE system at N-90 to support ADS-B	May-12	Completed
Contract Definitization	May-12	On Schedule
First-site hardware delivery	May-12	Completed
Complete IOC at key site on E1	May-13	On Schedule
Complete IOC at key site on E2	Sep-14	On Schedule
Complete ORD at key site on E2	May-15	On Schedule
Complete IOC at 5 th site	Oct-15	On Schedule
Complete IOC at last site (11 th site)	Oct-16	On Schedule
Complete ORD at last site (11 th site)	Oct-17	On Schedule

- **Schedule:**
 - Phase 3, Segment 2 is scheduled to go to JRC in July 2012. This is to replace the remaining ARTS IIEs at 94 facilities to complete Terminal Automation hardware and software convergence to a single platform, STARS



Air Traffic Management (ATM)-TFMS

Traffic Flow Management (TFM) - Predicts demand, identifies / manages system constraints and facilitates collaboration with stakeholders to maximize efficiency.

- Funding:

Title	FY 12 Enacted	FY 13 Congressional Request
Air Traffic Management (ATM) – Traffic Flow Management (TFM)	\$7.5	\$21.7

- Major Milestones:

- Collaborative Airspace Constraint Resolution (CACR) Phase-1 – May 2012
 - Infrastructure only change to support CACR Phase-2
- Web Situation Display (WSD) /Collaborative Constraint Situation Display (CCSD) replacement – September 2012
 - Sunset of two TFM products by delivering TSD via Secure Global Desktop (SGD)
- Route Availability Planning Tool (RAPT) integration – May 2013
 - Integration of the Route Availability Planning Tool (RAPT) currently prototyped in NY and Chicago into TFM.
- CACR Phase-2 – September 2013
 - Ability for users to submit weighted flight trajectory preferences to avoid constraints
- Collaborative Information Exchange (CIX) – September 2014
 - Integration of SWIM provided SUA and limited surface data into TFM
- Hub site Tech Refresh – September 2015
 - Hardware replacement of the TFM Datacenter



Data Communications

- **Data Communications** provides automated data communications between the cockpit and the controllers. Will improve airport flow and increase departure rate during periods of adverse weather. Additional benefit of better recovery time in adverse weather conditions.

- **Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
Data Communications	\$ 143.0	\$ 142.6

- **Contract Schedule:**

- Data Communications integrated services (DCIS) Screening Information Request (SIR) Release:
 - July 08,2011
- JRC Final Investment Decision (FID)- May,16 2012
- Data Communication Integrated Services (DCIS) Contract Award-June 2012

- **Terminal Service Schedule:**

- ERAM contract modification for Tower Data Communications-May 2012
- Initial Terminal Trials testing avionics at three sites (Memphis, Newark, Atlanta)- FY 2013
- Data Comm Tower Service Initial Operational Capability (IOC)- FY 2016

- **En Route Services Schedule:**

- Development of En Route services- FY 2012
- Data Comm. Enroute Service IOC- FY 2019

- **Avionics Status:**

- \$80 million set aside to equip 1900 aircraft



Wide Area Augmentation System (WAAS)

- **WAAS:** A satellite based navigation technology, allows any qualifying airport in the NAS to have vertical and horizontal guidance without expensive legacy navigation hardware installed at each runway.

- **Funding**

Title	FY 12 Enacted	FY 13 Congressional Request
Wide Area Augmentation System (WAAS) for GPS	\$95.0	\$96.0

- **Background:**

- **WAAS currently operating with 3 GEO satellites**
 - **Intelsat Galaxy XV (CRW)**- November 2006-CRW transmits WAAS message that include GPS corrections and integrity monitoring information.
 - **Anik F1R (CRE)**-July 2007- **Ranging GEO**, CRE transmits WAAS message that include GPS corrections and integrity monitoring information
 - **Inmarsat I4F3** (AMR)-November 2010-**Non Ranging GEO**, AMR transmits WAAS message that include GPS corrections and integrity monitoring information. AMR signal is not ranging capable.

5/6/7 Geo:

- Initiated procurement- 8/12
- Satellite up-2015
- Satellite usable-2016

Contract Awards:

Procurements	Estimated Quarter Award
Safety Computer	Q 3 FY 12
GEO 5/6/7	Q 4 FY 12
G-III Reference Receiver Production	Q 3 FY 13



System Wide Information Management (SWIM)

- **System Wide Information Management (SWIM)** is an Information Technology (IT) infrastructure program that operates in the background to provide data to authorized users to facilitate collaboration across National Airspace System (NAS) domains.

- **Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
SWIM	\$66.4	\$57.2

- **Major Milestones:**

- Two Segment 1 capabilities are complete and operational:
 - ✓ **Integrated Terminal Weather System (ITWS) Data Publication**
 - ✓ **Corridor Integrated Weather System (CIWS) Data Publication**
- Four Segment 1 capabilities are complete and waiting for installation in 2012:
 - **Weather Message Switching Center Replacement (WMSCR) Pilot Report (PIREP) Data Publication**
 - **Aeronautical Information Management (AIM) Special Use Airspace (SUA) Automated Data Exchange**
 - **Reroute Data Exchange**
 - **SWIM Terminal Data Distribution System (STDDS)**
- Three Segment 1 capabilities are on schedule and within budget allocations:
 - **Traffic Flow Management (TFM) Flow Information Publication** (operational in 2013)
 - **Runway Visual Range (RVR) Data Publication** (operational in 2013)
 - **Flight Data Publication Service (FDPS)** (operational in 2015)

- **Schedule:**

- The program will be going to the Joint Resources Council (JRC) in July 2012 for a Final Investment Decision (FID) for SWIM Segment 2.



NAS Voice System (NVS)

- **NVS** will provide voice communications services to Air Traffic Control Specialists (ATCS), supervisors, and ancillary Air Traffic Control (ATC) operators in support of continuous ATC operations in the Terminal and En Route domains of the National Airspace System (NAS). The current switch technology deployed in the NAS will not support the expected future NextGen concept of operations for either: networked facilities, or such concepts as dynamic re-sectorization and off-loading during non-peak operations.

- **Funding:**

Title	FY 12 Enacted	FY 13 Congressional Request
National Airspace System Voice System (NVS)	\$9.0	\$10.2

- **Schedule:**

- Screening information request (SIR) released Q2 2012
- Final Investment decision- January 2014
- Contract award- September 2012
- First-site initial operational capability date (IOC)- September 2018
- Last-site operational readiness date (ORD)- September 2024





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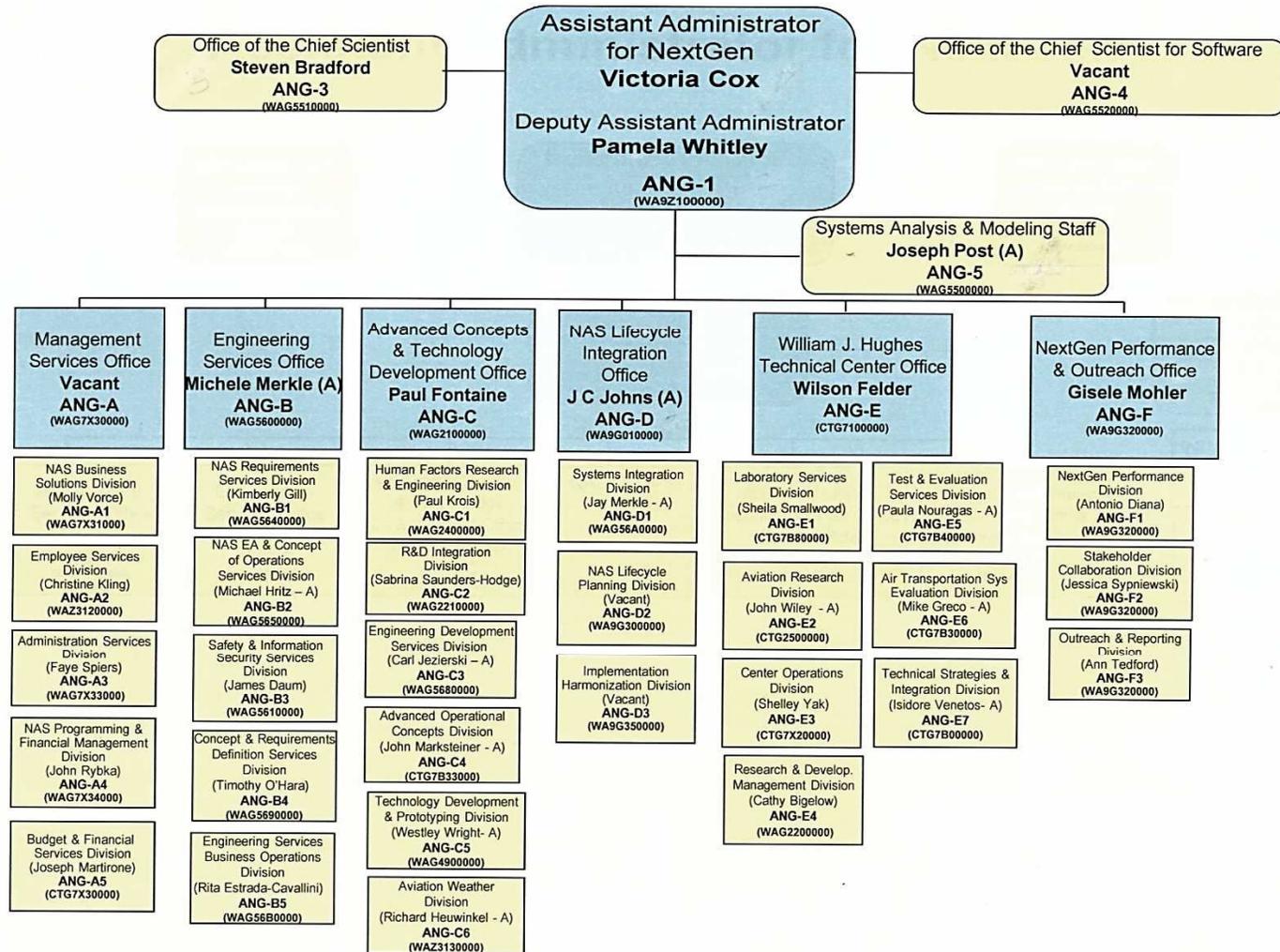
**Federal Aviation
Administration**

NextGen Programs

Steve Bradford

**FAA Chief Scientist - Architecture
and NextGen Development**

Organization Chart



April 2012



Major NextGen Portfolio Budget Framework

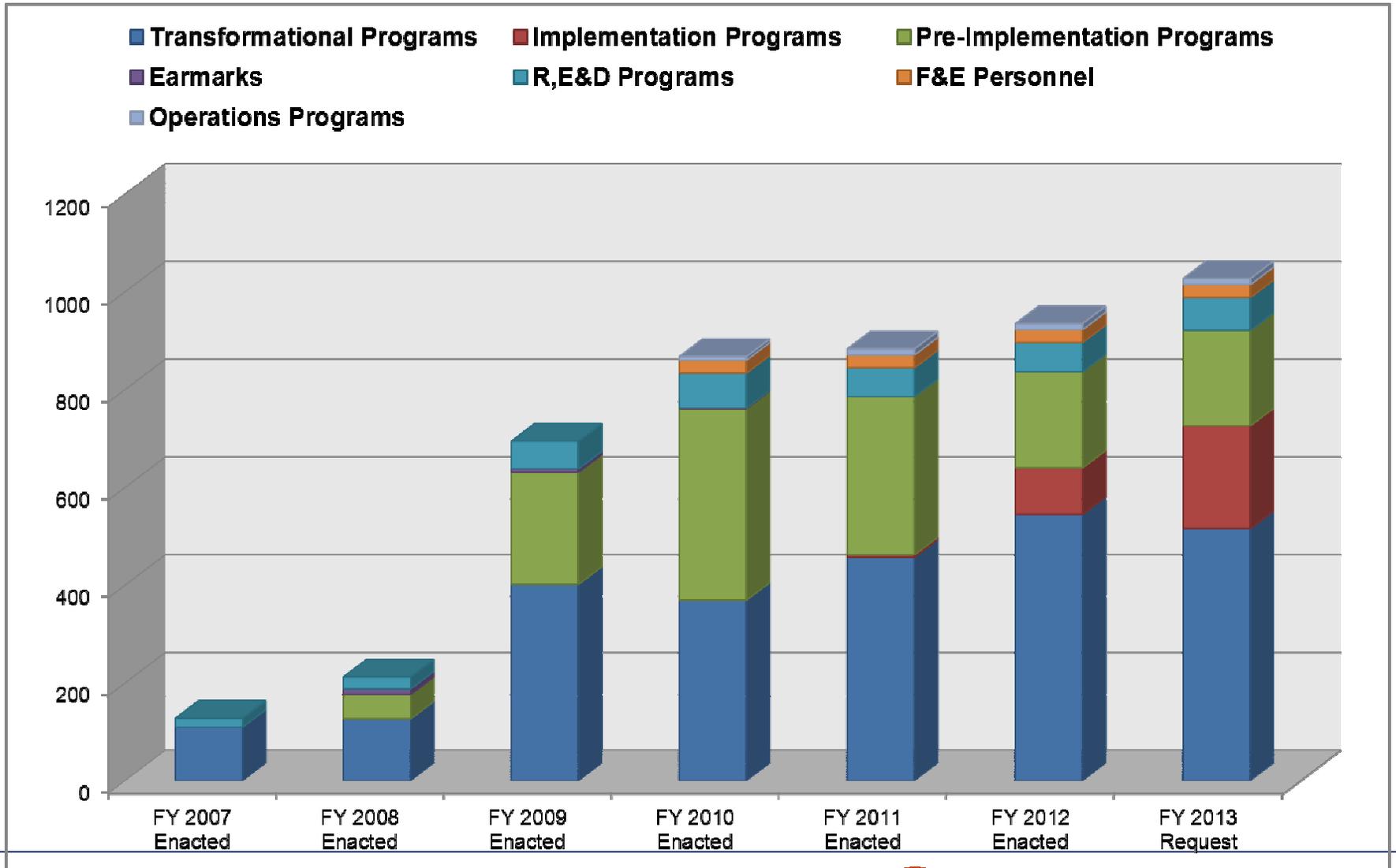
(Typical Activities by Funding Type)

<p>Transformational Programs (F&E)</p>	<p>Acquisition Programs that transform the infrastructure of the NAS to enable information sharing and more precise information required for NextGen capabilities.</p>
<p>Implementation Programs (F&E)</p>	<p>Acquisition Programs that build on infrastructure investments to implement NextGen capabilities.</p>
<p>Pre-implementation Activities (F&E)</p>	<p>Pre-implementation activities related to mission shortfall validation and initial investment analyses. Typical activities include:</p> <ul style="list-style-type: none"> • <i>Concepts of use;</i> • <i>Detailed system requirements and specifications;</i> • <i>Developmental Analysis and prototypes;</i> • <i>Safety, security and environmental risk analysis on proposed implementations.</i>
<p>(R,E&D)</p>	<p>Long term research that is not capital related. <i>(i.e. flight deck operational changes; airframe and engine related research; wake decay prediction; and alternative fuels.)</i></p>
<p>(Operations)</p>	<p>Provides funding to support full operational implementation of NextGen capabilities such as staffing and development and implementation of new Performance Based Navigation (PBN).</p>



NextGen Budget

(FY 2007 – FY 2013)



FY 2013 President's Budget Request – NextGen Recap

- **NextGen budget request totals \$1.034 billion, an increase of \$99.2 million (or 10.7%) above the enacted FY 2012 President's budget.**
 - Reflects continued support of NextGen, F&E Transformational Programs.
 - Expanded effort for NextGen Future Facilities.
- **Composed of F&E, R,E&D, and Operations funding as follows:**
 - \$954.7 million in NextGen, F&E.
 - Increase of \$91.9 million over the FY 2012 enacted budget.
 - \$67 million in NextGen, R,E&D.
 - Increase of \$7.3 million over the FY 2012 enacted budget.
 - \$12.4 million in NextGen, Operations.
 - Increase of \$.044 million from FY 2012 enacted budget.



FY 2013 President's Budget Request – NextGen Recap

- **NextGen, F&E**
 - Fully funds JRC-baselined programs.
 - ADS-B, SWIM Segment 1, CATMT Work Packages 2/3, TBFM Work Package 2, Colorado WAM.
 - Two new Implementation Programs.
 - Tower Flight Data Manager (TFDM).
 - Aviation Safety Information Analysis and Sharing (ASIAS).
 - Near-term pre-implementation efforts towards the next investments in automation to support NextGen
 - TBFM, CATM, TAMR, ERAM
- **NextGen, R,E&D**
 - Sustains programs and funding at “discretionary” portion FY 2012 President’s budget request level.



Common Support Services – Phase 1: Weather

BLI	Title	FY 12 Enacted	FY 13 Congressional Request
2A12B	Common Support Services – Phase 1 – Weather	\$0.0	\$23.8

- Provides for cost effective management of aviation weather information using flexible weather support services for all aviation users
- Establishes the FAA’s IT infrastructure for Common Support Services (CSS), extending the SOA Core Services (SWIM)
 - Applicability with Aeronautical Information Management (AIM) and Flight Information Management (FIM)
- Standardizes weather information using Open Geospatial Consortium (OGC) standards
 - Flexibility in the integration of weather information into ATM decisions
 - Interoperability with Government and Industry sources including international partners

*Formerly known as NextGen Network Enabled Weather (NNEW)



Time-Based Flow Management (TBFM)

BLI	Title	FY 12 Enacted	FY 13 Congressional Request
2A20	Tactical Flow Time Based Flow Management	\$38.7	\$12.9

- Supports the work to: (1) replace the existing Traffic Manager Advisor (TMA) hardware; (2) reduce the logistical footprint at the current sites by re-architecting the current system; and (3) expand TMA to other sites so additional sites can benefit from the efficiency of time based metering.
- Supports the design and development of NextGen and operational initiatives, such as integrated departure and arrival capability, display of convective weather, and extended metering, which will push any arrival delay farther into the En Route flow (providing better fuel burn and predictability along the route of flight).
- Supports the deployment of automation of the RNAV procedures, and sharing of the TMA information with other NAS systems.



Tower Flight Data Manager (TFDM)

BLI	Title	FY 12 Enacted	FY 13 Congressional Request
2B18	Tower Flight Data Manager	\$0.0	\$37.6

- TFDM is a key ground infrastructure program for NextGen mid-term operations in the areas of flight planning; push back, taxi and departure; descent and approach; and landing, taxi and arrival (initial surface traffic management).
- Integrates the functionality of the existing terminal flight data systems and decision support tools (i.e., ARMT, FDIO, TDLS, IDS, EFSTS, and AEFS) in order to facilitate increased capacity in the terminal environment and reduce ATO operating costs.
- Finances contract award for TFDM system development and implementation, program management, and engineering support activities.



TFDM - Surface

- **Surface Activities**

- Supporting Tower Flight Data Manager (TFDM) program (Acquisition Management System effort).
- Technical transfer of mature surface capabilities to TFDM.
- Conducting Surface Trajectory Based Operation field evaluations at Memphis and Orlando for the Airport Configuration, 2D Taxi Route Generation, and Collaborative Departure Scheduling tools.
- Develop Surface Trajectory Based Operation Communication, Surveillance, Navigation, and Weather Requirements.
- Tower Flight Data Manager (TFDM) prototype development of advanced decision support tools.
- TFDM pre-planned product improvement.



Aviation Safety Information Analysis System (ASIAS)

BLI	Title	FY 12 Enacted	FY 13 Congressional Request
3A11	Aviation Safety Information Analysis Systems (ASIAS)	\$0.0	\$15.0

- Develops ASIAS capabilities to include enhancements that build upon and extend existing capabilities for managing and processing aviation performance data.
- As new data sources become available, technical requirements will be developed and added to the existing ASIAS Data Management Plan and integrated into ASIAS and fused with others.
 - Expands ASIAS to include National Airspace System Facility Performance Data as part of the query system, allowing ATO users to merge their operational data with the rest of data available through the ASIAS portal.
 - Expands ASIAS to include General Aviation (GA) digital flight data.
- Develops tools that convert both textural and numeric data into information, and creating visualization capabilities that aid causal/contributing factor analyses and risk assessment.
 - Initiates the capability to query multiple operational and safety databases from a single entry point and using a single query.



FY 2013 Budget Request – NextGen, F&E Transformational Programs

Description/Title	FY 2011 Enacted	FY 2012 Enacted	FY 2013 OMB Request
Transformational Programs:	\$457.134	\$544.950	\$516.100
ADS-B NAS Wide Implementation (ADS-B)*	\$175.748	\$285.100	\$271.600
System-Wide Information Management (SWIM)* -Includes NNEW Functionality starting in FY13	89.121	66.350	57.200
Collaborative ATM Technologies (CATMT)*	35.828	41.500	34.420
Data Communications (DataComm)	134.031	143.000	142.630
NAS Voice System (NVS)	4.192	9.800	10.250
Network Enabled Weather (NNEW)	18.214		
*JRC baselined programs (full or in part)			



FY 2013 Budget Request – NextGen, F&E Implementation Programs

Description/Title	FY 2011 Enacted	FY 2012 Enacted	FY 2013 OMB Request
Implementation Programs:	\$4.990	\$94.700	\$210.100
NextGen – Future Facilities	0.000	15.000	95.000
Time-Based Flow Management (TBFM)*	0.000	38.700	12.900
Colorado ADS-B Wide Area Multilateration (WAM)*	0.000	3.800	1.400
Aeronautical Information Management (AIM)	0.000	8.000	2.000
En Route Modernization – D Position Upgrade & System Enhancements / Post Release 3 (PER 3)	4.990	0.000	10.000
Performance Based Navigation – Optimization of Airspace & Procedures for Metroplexes	0.000	29.200	36.200
Tower Flight Data Manager (TFDM)	0.000	0.000	37.600
Aviation Safety Information Analysis & Sharing (ASIAS)	0.000	0.000	15.000
*JRC baselined programs (full or in part)			



FY 2013 Budget Request – NextGen, F&E Pre-Implementation Activities

Description/Title	FY 2011 Enacted	FY 2012 Enacted	FY 2013 OMB Request
Pre-Implementation Activities:	\$323.651	\$196.900	\$195.400
System Development	60.386	85.000	61.000
Trajectory Based Operations	39.560	7.000	16.500
Reduce Weather Impact	21.444	15.600	16.600
Arrivals/Departures at High Density Airports	43.221	12.000	11.000
Collaborative Air Traffic Management	55.788	24.000	24.200
Flexible Terminals and Airports	57.372	33.300	30.500
Safety, Security, and Environment	1.729	0.000	0.000
Systems Networked Facilities	23.340	5.000	11.000
Joint Planning & Development Office (JPDO)	0.00	0.000	0.000
Technology Demonstrations & Infrastructure Dev	\$20.811	\$15.000	\$24.600

