



United States
Department of Transportation

American Recovery and Reinvestment Act

Federal Aviation Administration

Facilities and Equipment

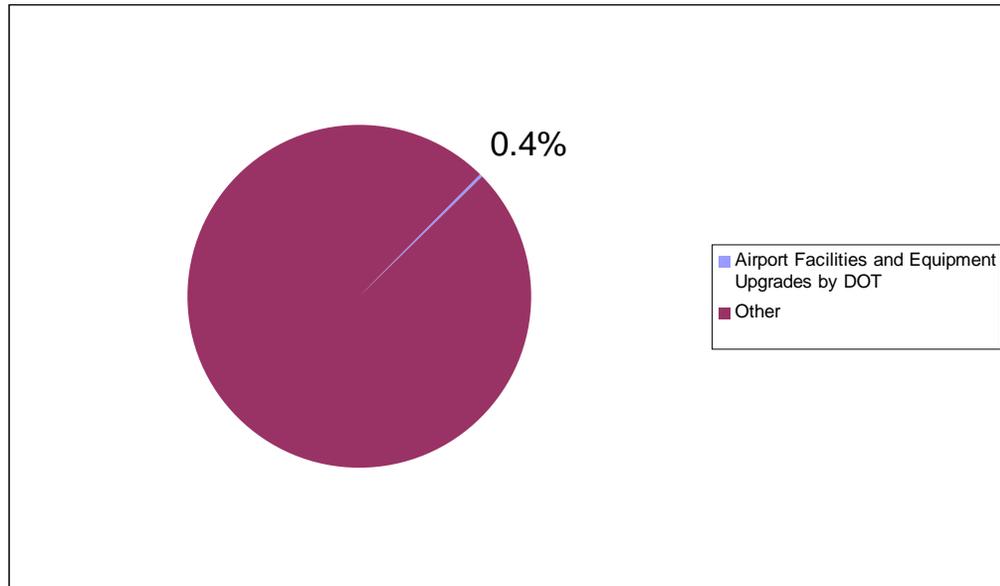
Program Performance Plan



Funding

Funding: \$200,000,000

Percentage of DOT total Recovery Act funding:



Type: Discretionary Funding

Period of Availability: Two years (through 2010)

Time line for announcing:

Date	Announcement
FY 2009 & FY 2010	The Air Route Traffic Control Center Modernization program will award 1 core contract and 4 local contracts totaling \$50,000,000 in FY 2009 and \$0 in FY 2010.
FY 2009 & FY 2010	The Tower and Terminal Radar Approach Control Facilities Program will award multiple contracts totaling \$17,760,000 in FY2009 and \$62,240,000 in FY 2010.
FY 2009 & FY 2010	The Power Systems Program will award multiple contracts totaling \$50,000,000 in FY 2009 and in FY 2010.
FY 2009 & FY 2010	The Navigation and Landing Program will award multiple contracts totaling \$11,710,000 in FY 2009 and \$8,290,000 in FY 2010.

Web links to all related press releases: <http://faa.gov/recovery/>

Amount allotted for administrative cost: \$170,530

Amount allotted for distribution: \$200,000,000

Program Description

Program objectives:

FAA's facilities and equipment program finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. The program provides funds to establish, replace, relocate, or improve air navigation facilities and equipment and aviation safety systems. Recovery funds will be used to upgrade power systems in the amount of \$50,000,000, air route traffic control centers in the amount of \$50,000,000, airport traffic control towers in the amount of \$80,000,000, and navigation and landing equipment in the amount of \$20,000,000.

Public benefits:

To provide needed power systems, facility construction, and refurbishments that will improve the function and condition of FAA facilities. In addition, new jobs and the preservation of existing jobs will occur from the construction work that will be undertaken to accomplish the planned facility projects.

Project level activities:

The projects that will be completed under the ARRA FAA facilities and equipment program will consist of two components. 1) Site survey projects that will determine the exact specifications of the work that will be undertaken at each work site. 2) The completed site surveys will result in a written scope of work that will be executed under a construction project.

The en route traffic control center program will consist of 25 construction projects that will contribute to refurbishing 18 centers that are 40+ years of age. The construction projects include: Exterior wall replacements, elevator replacements, roof replacement and parking lot expansion, and refurbishment of mechanical systems.

The power systems program will implement replacement and upgrade construction projects at over 90 locations nationwide. The projects will include the installation of uninterruptible power supplies, power cable and breaker replacements, installation and upgrades for lightning protection, grounding and bonding, battery replacements, fuel storage tank replacement for engine generators, and installation and upgrade of engine generators.

The air traffic control tower and terminal radar approach control facility program will construct 3 new tower facilities and modernize 3 tower facilities.

The navigation and landing program will construct and install 4 airport lighting systems and 3 airport instrument landing systems, and will install replacement lamp monitoring systems at 10 runway sites. In addition, 574 heating ventilation and air conditioning system replacements in unmanned navigation and landing facilities will be implemented at 128 airport locations nationwide.

Funding determination:

There is no formula used in distributing funds

Project selection criteria:

By and large, projects will be completed through existing contracts which were competitively bid. The air traffic control tower and terminal radar approach control facility program does not have contracts currently in existence and will be competitively bid.

Funding decisions made by:

U.S. Department of Transportation

Contracting vehicle(s):

The types of contracts that are being utilized to execute the ARRA Facilities and Equipment program to the maximum extent possible are firm fixed price contracts. In the event that a cost plus fixed fee contract must be used, it will include contract maximums and savings incentives.

Primary recipients: Profit organizations

Beneficiaries: General Public

Significant program challenges and mitigation strategies:

Completion of projects within two years. To mitigate the challenge, FAA will implement a schedule of review dates and enhance frequency of reviews. Specifically, there will be 1) an overall program review on a monthly basis; 2) a biweekly project review; 3) a monthly contractor review and 4) ad hoc on-site inspections of contractor performance.

FAA will review the following performance elements: (1) contractor compliance with contract requirements, (2) technical accomplishments, (3) cost, (4) schedule, (5) job creation and/or preservation, (6) resources, and (7) quality assurance.

Program Activities

Activities:

All the work under this program will consist of construction projects.

Milestones

	Milestone	Date	Anticipated Accomplishment
1	Facilities and Equipment projects identified	March 2009	Individual projects were selected from a list of previously validated operational needs that were awaiting funding.
2	Spend plans and acquisition strategies finalized	March 2009	The plan for awarding contracts and paying incurred expenses for the program is established in conjunction with the proposed contract vehicles that will result in program implementation.
3	The first individual contract is awarded for the ARRA program	May 2009	Contract awarded for modernization projects at the En Route Center Facilities. Projects include exterior curtain wall replacement, elevator replacement, and sustainment of the major mechanical systems at eighteen locations.
4	First en route traffic control center project begins	June 2009	This project represents the first of many facility improvement projects at 18 center locations nationwide.
5	The last en route traffic control center project is completed	January 2010	This milestone represents the 100% completion point for the air route traffic control center portion of the ARRA program.
6	First power system contract is awarded	May 2009	First major contract award for the power system program that will result in the implementation of the program.
7	Construction and installation begins at the first power systems project site	June 2009	This milestone represents the beginning of the implementation of the power systems improvements that will occur at over 90 locations nationwide.
8	Construction and installation	August 2010	Full completion of all phases of the ARRA Power Systems projects at

	completed at 100% of power systems locations		over 90 locations nationwide.
9	The first of 6 competitively awarded firm fixed price construction contracts is awarded for the tower program	September 2009	The first tower construction project has been awarded and construction will commence within 60 days
10	Construction begins at Wilkes Barre, PA, on a new tower and terminal radar approach control facility	November 2009	Construction of the new facility anticipated to be completed June 2011.
11	Construction and installation completed at 100% of tower and terminal radar approach control facility locations	September 2012	Full completion of all phases of the ARRA tower program.
12	The first navigation and landing program contract is awarded	May 2009	Implementation and construction of the navigation and landing portion of the ARRA program will begin.
13	The first navigation and landing site begins construction	July 2009	The construction and implementation phase of the program for navigation and landing begins.
14	Construction and installation completed at 100% of navigation and landing program locations	November 2010	Full completion of all phases of the ARRA navigation and landing program.

Anticipated Results

Expected Outcome 1: Accelerated work on projects that had not been planned to be initiated until 2010.

Without ARRA funding: Projects would not have been initiated until after the receipt of the 2010 budget.

Expected Outcome 2: Facility condition will improve through upgrades or replacement.

Without ARRA funding: facility upgrades/replacement projects would not have been initiated until after the receipt of the 2010 budget.

Expected Outcome 3: Increased availability of National Airspace Facility equipment will occur resulting in fewer system outages.

Without ARRA funding: Projects to support operational availability would not have been initiated until after the receipt of the 2010 budget.

Expected Outcome 4: Better efficiencies and reduced costs associated with daily operation and maintenance of the facilities and

equipment that were replaced/upgraded.

Without ARRA funding: Projects would not have been initiated until after the receipt of the 2010 budget.

Measure 1: Power systems installed

Explanation of measure: Report on the number of power systems installed on a monthly basis. (approximately 90 sites)

Measure 2: Air Traffic Control Towers/Terminal Radar Control Facilities modernized or replaced.

Explanation of measure: Report monthly number of towers modernized or replaced. (6 total)

Measure 3: En route traffic control center modernization

Explanation of measure: Report monthly number of Air Route Traffic Control Centers modernized. (18 total)

Measure 4: Improvements to navigation/landing facilities.

Explanation of measure: Report monthly on number of sites receiving improvements to navigation/landing facilities. (approximately 146 sites)

Measure 5: ARRA projects completed at approximately 300 sites.

Explanation of measure: Calculate the number of ARRA FAA Facilities and Equipment projects that have been completed on a monthly basis.

Risk Management & Evaluation

The Department of Transportation created a common risk management protocol for each of its Recovery Act programs to follow. It includes (1) completing a risk assessment to identify risks, (2) completing a risk profile to assess risks, (3) developing a risk mitigation strategy to address identified risks, and (4) participating in a validation and testing process to ensure that risks are being addressed. This Recovery Act program is participating fully in the established risk-management process and may even enhance that process with additional program-specific risk management actions.

General Risk	It is FAA policy that risk management applies to all levels of FAA activity, from small projects to large programs. It applies to such risk areas as cost, schedule, technical, performance, safety, security, human factors, operability, production, supportability, management, funding, and stakeholder satisfaction. The FAA process consists of four steps: (1) gap analysis; (2) develop and execute risk mitigation strategies; (3) track and evaluate mitigation efforts; and (4) continue mitigation activity until risk is eliminated or its consequences reduced to acceptable levels.
Reporting Risk	A gap analysis was performed for the Reporting Risk area. FAA is following the DOT schedule and will submit the various components of the DOT Risk Management Plan consistent with the DOT schedule.
Human Resources Risk	A gap analysis was performed for the Human Resources Risk area and no gaps were identified. FAA Headquarters program staffing is adequate to execute the ARRA facilities and equipment program. FAA will continue to monitor this area to ensure that human field resources are applied as necessary to achieve the ARRA objectives.
Grants Risk	Not Applicable to the facilities and equipment program because this is not a program that provides grants.
Procurement Risk	A gap analysis was performed for the Procurement Risk area. No gaps were identified.
Budget/Financial Risk	A gap analysis was performed for the Budget/Financial Risk area. No gaps were identified. Existing well-defined processes are in place with the capability to execute ARRA requirements without modifications.

Systems Risk	A gap analysis was performed for the Systems Risk area. No gaps were identified. Existing IT systems have the capability to handle the ARRA requirements without modification.
Audit Investigations Risk	A gap analysis was performed for the Audit and Investigations Risk area. No gaps were identified.
Performance Risk	In the Performance Risk area, the program was assessed from several perspectives: (1) its contribution toward achieving FAA Flight Plan and ARRA performance goals; (2) monitoring and measuring of contractor performance; (3) tracking technical, cost, and schedule performance; and (4) monitoring the program for ARRA performance. Existing monitoring and review processes, along with financial and scheduling systems, were assessed to determine if required capability was available for monitoring of various performance parameters. The reporting process has been adjusted to accommodate weekly and bi-weekly reporting to facilitate early detection of performance areas needing attention.

Planned program assessment / evaluation:

To ensure that projects selected for the Facilities and Equipment program can be implemented consistent with FAA goals and Recovery Act goals.

Estimated Start Date	Estimated Completion Date
February 2009	April 2009

Results of recent program assessment / evaluation:

The Facilities and Equipment program consists of projects that can be implemented within the required timeframe and meet FAA Flight Plan goals and Recovery Act goals.

Estimated Start Date	Estimated Completion Date
Not Applicable	Not Applicable

Accountability & Transparency

Scheduling reviews:

Projects under the Facilities and Equipment program will be reviewed regularly.

Overall Program Review: Monthly

Project Review: Biweekly

Contractor Review: Monthly

Contractor Performance: On site inspections as required.

Communicating with recipients:

The program manager communicates with recipients through monthly program reviews, briefings, video conferences, telecons, and e-mail. These communications are performed in consultation with the contracting officer. The scope can range from specific programmatic or technical issues to full program reviews. The frequency of program reviews is normally accomplished on a monthly basis. When problems exist that need attention, the frequency of communications can range from daily to weekly.

Communicating with public and stakeholders:

The program manager will communicate to the public via the FAA website <http://www.faa.gov/recovery/>. Transparency requirements will be met by providing the data required in section 1512 and 1609 reports. Other information is communicated through electronic, print, broadcast, such as the tiger collector system which has the benefit of allowing the public to engage in email questions and answers.

Collecting and validating project-level data:

The program contracts contain Data Item Descriptions that detail the data and data definitions that the recipient is to report at specified periods. The contracting officer is responsible for assuring the recipient meets all contract requirements. The program manager validates the data through in-plant quality reliability officer input, program office technical and business personnel, and on-site FAA engineers that are monitoring the work and conducting inspections.

Ensuring best use of federal funds:

For jobs creation and retention	The projects selected for ARRA funding were operational needs that had been identified through FAA's acquisition planning process. These projects are dedicated to the replacement or sustainment of FAA buildings and equipment and were selected from a prioritized list of infrastructure repairs. ARRA funding has allowed the opportunity to accelerate these projects. The FAA has given priority to these projects because acquisition planning had been completed and they consisted primarily of construction projects that would likely provide jobs quickly.
For program or project outputs	The projects selected were validated operational needs and had been through FAA's acquisition planning process. These projects adhered to the guidance in the program specific ARRA language directing the FAA to, "make improvements to power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment." The individual projects were chosen because they were more likely to be executed quickly when compared with other projects within their respective program categories. In addition, FAA chose projects that had high energy efficiency ratings and would return the added benefit of long term budget savings.
For other public benefits	The projects selected were validated operational needs and have been through the FAA acquisition planning process. Implementation of these projects enhances the performance of the national airspace system by maintaining a high level of National Airspace System availability resulting from reduced outages. Increased availability reduces congestion and supports the goal of achieving on-time airport arrivals. The flying public benefits from on time arrivals.

Holding program managers and recipients accountable:

Program Managers	Program Managers are held accountable through their annual performance plans which detail their expected performance. Failure to meet expectations has an adverse impact on potential pay increases.
Primary and Secondary Recipients	Contracting officers are responsible for ensuring that recipients comply with contract requirements. The contracting officer has the authority to order that outside audits be conducted in any contractual area. Acquisition Management System policy provides FAA the authority to terminate projects for non-compliance. Secondary recipients are held accountable by the prime recipient, who is held accountable by the Federal Aviation Administration.

Compliance & Results

Reducing environmental impacts:

Contract requirements will include provisions of the National Energy Conservation Policy Act that require energy and water conservation measures for federal buildings, facilities, or space. Portions of this act have been amended by the Energy Independence and Security Act of 2007 that adopts the energy intensity goals of Executive Order 13423 beginning in year 2008. It provides for enhanced building standards, lighting, water, and energy usage goals. Contract requirements will also include the provisions of Executive Order 13221, Energy Efficient Standby Power Devices that requires the agency to purchase commercial products that use no more than one watt in their external or internal standby power devices or functions. The contracting officer is responsible for ensuring that all contract requirements are complied with and has the authority to order audits to determine compliance with any or all contract requirements.

Complying with National Environmental Policy:

Contract requirements will include provisions of the National Environmental Policy Act that requires environmental assessment or environmental impact statement for proposed federal actions. The contracting officer is responsible for ensuring that all contract requirements are complied with and has the authority to order audits to determine compliance with any or all contract requirements.

Complying with National Historic Preservation Standards:

The program contract requirements will include the provisions of the National Historic Preservation Act, 16USC 470, that requires federal agencies to take into account the effect of any federal undertaking on any property in or eligible for listing in the National Register of Historic Places. The contracting officer is responsible for ensuring that all contract requirements are complied with and has the authority to order audits to determine compliance with any or all contract requirements.

Holding recipients accountable for energy efficiency and/or green building standards:

The program contract requirements will include the provisions of International Building Code that establishes the current international building code in effect for all new construction of federal buildings. The contract requirements will also include the provisions of Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management (January 24, 2007) that provides that (i) new construction and major renovation of agency buildings; and (ii) 15 percent of the existing federal capital asset building inventory of federal agencies move toward sustainable environmental practices. The contracting officer is responsible for ensuring that all contract requirements are complied with and has the authority to order audits to determine compliance with any or all contract requirements.