

NAS-related documents

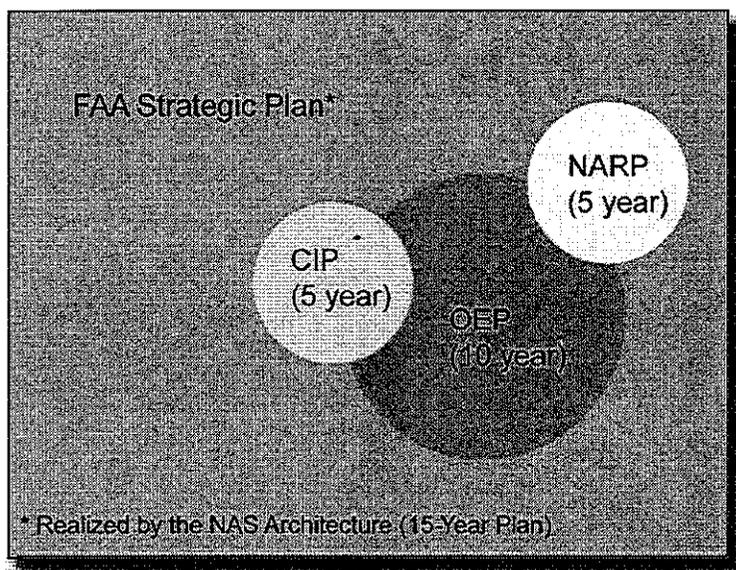
3. NAS-Related Documents

There are several plans and documents that contribute directly or indirectly to NAS modernization. Many of these documents can be found on the FAA homepage [\[1\]](#), CATS-I, or elsewhere on the Internet.

Relationship of NAS Plans

The *NAS Architecture*, the *FAA Strategic Plan*, the *NAS OEP* [\[2\]](#), the *NAS CIP* [\[3\]](#), and the *National Aviation Research Plan* (NARP) [\[4\]](#) are key NAS modernization plans. Closely linked, each serves a specific purpose. The *NAS Architecture* is the agency’s 15-year plan for modernization, supporting safety, security, and system efficiency goals. This plan establishes objectives and strategies for each goal and identifies related projects. The *Architecture* includes projections of all expenditures, including research, operations, F&E, and user investment. The *FAA Strategic Plan*, realized by the *NAS Architecture*, details FAA goals, establishes objectives and strategies for each, and identifies related projects. The *OEP* is the agency’s commitment to the aviation industry for the next 10 years, addressing capacity and demand issues. The *OEP*, a subset and refinement of the *Architecture*, includes all expenditures, and has moved from funding projection to commitment. The *CIP* is the agency’s 5-year F&E plan linked to FAA performance goals. The *NARP* describes FAA research plans, including those in partnership with other government agencies and private resources, for a 5-year period. These plans

are consistent; they complement each other with increasing levels of detail relating to execution of FAA commitments. They ensure a well-planned modernization effort that balances FAA resources to maximize aviation community benefits. The graphic below summarizes the relationship of the documents.



Relationship of NAS plans

The FAA Strategic Plan

The *FAA Strategic Plan*, released in January 2001, details goals largely centered in the areas of safety, security, and system efficiency. The NAS Architecture translates Strategic Plan goals and objectives into systems and procedures needed to modernize the NAS and achieve the FAA mission.

The NAS Operational Evolution Plan (OEP)

The OEP is a 10-year plan for operational improvements to increase capacity and efficiency in U.S. air travel and transport and other use of domestic airspace. The OEP is the FAA commitment to operational improvements. It is outcome driven, with clear lines of accountability within FAA organizations. The OEP concentrates on operational solutions and integrates safety, certification, procedures, staffing, equipment, avionics, and research.

The NAS Capital Investment Plan (CIP)

The CIP aligns the NAS Architecture to the Office of Management and Budget's 5-year budget planning guidance and funding. Mandated by Congress, the CIP is updated annually. The CIP defines program goals, funding, and capitalization products to sustain current services, improve safety, and expand the NAS consistent with aviation's growth.

The National Aviation Research Plan (NARP)

The NARP, a 5-year plan, provides insight into FAA research activities and their relationship to the agency's mission and goals. Current-year program descriptions and accompanying high-level schedules are grouped in the 2002 NARP according to the FAA goal structure and R&D mission support needs. The FAA R&D program finds and prepares to field technologies, systems, designs, and procedures that directly support the agency's operational and regulatory responsibilities.

Other Documents

The *System Safety Handbook* [\[1\]](#) is used by FAA employees, supporting contractors, and other entities involved in applying system safety policies and procedures throughout the FAA. As the Federal agency with primary responsibility for aviation safety, the FAA develops and applies safety techniques and procedures in a wide range of activities, from NAS modernization to ATC and aircraft certification. The *System Safety Handbook* defines procedures to be used in safety analysis and development of requirements for capabilities and implementation steps defined in the NAS Architecture.

The *Aviation Capacity Enhancement Plan* [\[2\]](#) is an annual review of efforts to improve the capacity of the national air transportation system by focusing on the top 100 airports, ranked by enplanements. The *Airport Capacity Benchmark Report* [\[3\]](#) contains capacity benchmarks for 31 of the nation's busiest airports to help the FAA understand capacity and demand problems in order to determine cost-effective solutions and establish metrics for the OEP and air traffic performance.

In addition to NAS-wide plans, there are other plans and Web sites for specific initiatives, including Safer Skies [\[4\]](#), FFP1/FFP2 [\[5\]](#), and SF-21 [\[6\]](#). The *SF-21 Master Plan* details the objectives of the program and the nine enhancements addressed by the initiative. The SF-21 Web site has recent details and links to initiatives, including Capstone. The FFP1/FFP2 Web site contains detailed information relative to Free Flight initiatives. These plans and Web sites detail portions of the NAS, while the NAS Architecture covers the entire infrastructure.