

Facilities Functional Programs

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Facilities Functional Programs

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F01–Airport Traffic Control Tower/Terminal Radar Approach Control (ATCT/TRACON) Facility Establishment/Sustainment/Replacement

Program Description: This program replaces and sustains approach control facilities and towers. The regions annually recommend which ATCT's and TRACON's should be established, modernized, or replaced. FAA headquarters validates and prioritizes the recommendations, based on funding availability. The program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/nonstructural seismic reinforcement of occupied Federal buildings.

ATCT/TRACON Replacement. The FAA establishes new airport traffic control towers (ATCT) to meet the needs of the ever-increasing demands on the national air transportation system. These needs are validated by cost-benefit analysis and airway planning standards cost-effectiveness criteria. In many cases, the economic life cycle of existing facilities has been exceeded; many ATCT's are 20 to 40 years old.

Within the next 10 years, nearly 100 ATCT's and 17 TRACON's will need to be replaced to provide an acceptable level of safe air traffic control services to meet current and future operational requirements. These replacements are accomplished in accordance with FAA Order 6480.17.

ATCT/TRACON Modernization. The FAA sustains terminal facilities by replacing obsolete equipment and rehabilitating space for growth and expansion in accordance with FAA Order 6480.17. Facility modernization and sustainments will satisfy operational, environmental, and safety requirements, in lieu of replacing or relocating the facility. Modernizing existing facilities includes adding more operating positions and training space, replacing engine generators and environmental equipment, and repairing infrastructure and operational support space.

Terminal Facilities Integration. This project will coordinate and accomplish activities to integrate the Standard Terminal Automation Replacement System (STARS) and other newly developed systems into the terminal facilities in the NAS. Assessments will be used to describe how specific pieces of terminal equipment can be located, equipment intra-connectivity, and how the facility equipment room can accommodate the equipment. Support will be provided to conduct, review, and assess government facility evaluations for power, HAZMAT, and other facility

requirements to be met before delivery of the new systems. These upgrades are not under the scope of the terminal facilities modernization project described previously or under specific major system acquisition programs.

This project will integrate the aggregate transition activities required for multiple programs planned for deployment to a specific facility or field environment.

Products:

- ATCT and TRACON replacements
- ATCT and TRACON modifications
- TRACON consolidation as required
- Facility seismic, security, and staff studies
- Facility readiness for new equipment such as STARS.

Accomplishments (1/97–9/98):

- Commissioned 13 ATCT/TRACON replacement/establishment projects
- Awarded 10 construction contracts for ATCT/TRACON replacements
- Initiated six ATCT/TRACON replacement projects
- Initiated 24 improve, repair, and sustain projects.

Sponsor Organization:

- ATO-1, Air Traffic Operations.

Performing Organization:

- ANS-240, Terminal Facilities Program Team, Terminal Facilities Division, NAS Transition and Integration.

Contractors:

- Multiple design and construction contracts determined by the regions
- Sverdrup Corporation
Arlington, Va.
- Lockheed Martin Corporation
Bethesda, Md.
- CONWAL, Incorporated
McLean, Va.

Schedule: F01–ATCT/TRACON Establishment/Sustainment/Replacement

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	
						ATCT/TRACON Modernization														
					ATCT/TRACON Replacement															▶
					Terminal Facilities Integration Continuing Effort															▶
																				▶

F02–Large TRACON’s

Program Description: With the increase of air traffic in major metropolitan areas, the terminal airspace structure has become inefficient, which has resulted in flight delays, circuitous routings, and complex ingress/egress procedures.

This program will consolidate terminal area air traffic control facilities and restructure associated airspace. Consolidation of facilities enables restructuring of the airspace to improve its efficiency. Consolidation provides benefits for the FAA and users. The FAA benefits from reduced operations and maintenance costs; user benefits include reduced delays, more direct routings, fewer altitude changes, and increased system capacity.

This program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/nonstructural seismic reinforcement of occupied Federal buildings.

Denver TRACON. The Denver TRACON has been enhanced by upgrading to Automated Radar Terminal System (ARTS IIIIE) A6.05 software.

Dallas-Fort Worth Metroplex. This initiative restructures the Dallas-Fort Worth terminal airspace. It adds two new runways and two airport traffic control towers; relocates four VORTAC's; installs two new VORTAC's; commissions four airport surveillance radars; upgrades the Automated Radar Terminal System (ARTS IIIIE); improves terminal area communications; and provides landing aids to enable quadruple simultaneous approaches.

Chicago TRACON. The new Chicago TRACON, located in Elgin, Ill., was commissioned on October 10, 1996. ARTS IIIIE software and a rapid deployment voice switch have been installed. Phase 2, the Chicago Terminal Airspace Project (CTAP) is an outgrowth of efforts that began 10 years ago to efficiently meet air traffic demand within the region. The proposed CTAP procedures and airspace modifica-

tions are designed to improve traffic flow and reduce airborne and ground delays during peak period of northern Illinois, northwest Indiana, and southern Wisconsin airspace. The proposed changes enhance safety by maximizing air traffic management flexibility and simplifying operations for pilots. Phase 2 is scheduled to be implemented in 2000. The Chicago TRACON ARTS IIIIE will transition to the Standard Terminal Automation Replacement System (STARS) in 2004.

Potomac TRACON. This project will consolidate into one large TRACON the terminal approach control facilities of Ronald Reagan Washington National Airport (DCA), Dulles International Airport (IAD), Baltimore-Washington International Airport (BWI), and Andrews Air Force Base (ADW). Project goals are to:

- Increase air traffic efficiencies while enhancing safety
- Solve TRACON facility space limitations at existing TRACON facilities (IAD and BWI)
- Provide a platform for future consolidation of airspace and/or facilities if operationally and/or cost beneficial
- Reduce the environmental impact of current and future air traffic in the Washington-Baltimore area (75-nmi radius)
- Improve quality of life for the FAA workforce.

This project will provide a phased approach to airspace consolidation to achieve early benefits.

Northern California TRACON. This project consolidates the Oakland, Sacramento, Stockton, and Monterey approach control facilities, along with selected sectors from the Oakland ARTCC. The objectives are increased capacity and greater efficiency and economy of operations. Airspace redesign will precede consolidation, allowing a 6-month transition

strategy. Initially, a hybrid ARTSIII/EDC STARS automation will be deployed to permit commissioning on schedule. This will ultimately be transitioned to a full STARS final system capability (FSC) platform when it becomes available.

Southern California TRACON. This project has two phases. The Los Angeles, Coast, Burbank, Ontario, and San Diego TRACON's were co-located in Phase 1. In Phase 2 an ARTS III and a rapid deployment voice switch will be installed.

Atlanta TRACON. The Atlanta Large TRACON program is a two-phased approach to address and resolve numerous existing and projected deficiencies in the NAS infrastructure that support a major pacing airport. Phase 1 of the program will relocate the existing Atlanta TRACON operation from the aging and inadequately sized facility at William B. Hartsfield Atlanta International Airport to a 35-acre site near Peachtree City, Ga. Phase 2 will consolidate current radar operations and airspace associated with the Columbus, Ga., TRACON and the FAA-operated radar approach control (RAPCON) at Robbins AFB, Ga., and incorporate current Atlanta Center airspace to the northeast of Atlanta. Phase 2 will establish an operational and airspace infrastructure to support increased operations from a new 5th parallel runway at Hartsfield International.

New York TRACON. The current facility will be expanded and modernized to accommodate the STARS automation platform and advanced communications systems needed to meet anticipated demands. This work will include expanding the Electronic Target Generator (ETG) Laboratory; improving the power and grounding systems; upgrading the heating, ventilation, and air-conditioning (HVAC) system; and providing storage space for materials displaced during the transition to STARS.

Central Florida TRACON. The central Florida terminal area has been identified for consolidation based on current and projected traffic volume and overall terminal airspace boundary constraints. Being considered for consolidation are the Jacksonville, Orlando, Daytona, Tampa, and Patrick AFB terminal approach control facilities. The project is in the early planning stages; therefore, a detailed implementation strategy is not yet available.

Advanced Facility Planning. This initiative conducts studies to identify operational needs and opportunities to consolidate air traffic control facilities.

Products:

- Plans, schedules, and risk analysis
- Site selection, and environmental and security studies
- Site-specific architectural designs
- New or refurbished buildings
- Redesigned airspace
- Acquisition of telecommunications and automation equipment.

Accomplishments (1/97–9/98):

- Began construction for Northern California TRACON
- Completed airspace design at the Northern California TRACON
- Began constructing the Atlanta TRACON
- Selected Potomac TRACON (PCT) sites for final evaluation
- Developed the Potomac Program Plan
- Developed the Potomac Transition Plan
- Established the Potomac Program Management Team and Program Leadership Teams
- Established contracts to support program planning, engineering, and implementation
- Released the Environmental Notice of Intent for PCT
- Delivered Congressional briefings and information packages for PCT.

Sponsor Organization:

- ARS-1, Air Traffic System Requirements Service.

Performing Organizations:

- ANS-200, Terminal Facilities Division, NAS Transition and Integration
- ANS-400, Airway Support Facilities Division, NAS Transition and Integration.

Contractors:

- Volpe National Transportation Systems Center
Cambridge, Mass.
- Lockheed Martin Corporation
Bethesda, Md.
- CONWAL, Incorporated
McLean, Va.

F03–Austin–Bergstrom International Airport Program

Program Description: The city of Austin, Tex., is constructing a new air carrier airport at the former Bergstrom Air Force Base. The FAA will provide all necessary air traffic control facilities and remove facilities at Robert Mueller Municipal Airport.

This program will construct a control tower and a TRACON and install approach/landing aids for two Category II runways. It will provide an airport traffic control tower (ATCT), TRACON, terminal surveillance radar, terminal automation system, communications equipment, navigational and landing aids, approach lighting systems, and weather systems. The FAA facilities and equipment will be planned, engineered, procured, integrated, and installed to support airport use. The program will establish the air traffic control infrastructure required to open the airport for air carrier operations in early 1999.

The program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/nonstructural seismic reinforcement of occupied Federal buildings.

Products:

- ATCT and TRACON
- Terminal surveillance radar
- Terminal automation system

- Terminal and en route communications
- Navigational and landing aids
- Approach lighting systems
- Weather systems.

Accomplishments (1/97–9/98):

- Commissioned runway 17R/35L with associated navigation and approach landing aids
- Completed construction of remote transmitter receiver site and ATCT/TRACON.

Sponsor Organization:

- ASW-1, Southwest Region.

Performing Organizations:

- ANS-400, Airway Support Facilities Division, NAS Transition and Integration
- ASW-1C, Charter Program Office, Southwest Region.

Contractors:

- Volpe National Transportation Systems Center
Cambridge, Mass.
- Lockheed Martin Corporation
Bethesda, Md.
- CONWAL, Incorporated
McLean, Va.

Schedule: F03 - Austin–Bergstrom International Airport Program

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	
			<ul style="list-style-type: none"> • MNS 245 Approval • KDP-2 Approval 				<ul style="list-style-type: none"> • Commission Tower/TRACON • Complete Construction • Complete Implementation • Begin Cleanup at Mueller 													

F04–DOD/FAA Air Traffic Control Facility Transfer/Modernization

Program Description: Since 1991, Congress has approved closing of 236 military bases. The FAA must upgrade former military air traffic control facilities transferred to civilian control. Also, the FAA must continue air traffic control services previously provided by the military. In some cases, FAA terminal radar approach control facilities can provide the services formerly provided by the Department of Defense (DOD). However, in other cases the FAA must acquire additional resources to continue the services.

This program has two projects: base closures and facility transfers.

Base Closures. The FAA provides the air traffic control services formerly provided by the DOD. This project provides the facilities and equipment to support base closures.

Facility Transfers. The FAA provides approach control services formerly provided by the DOD at agreed-upon locations. While a complete plan for as-

- Power-conditioning systems
- Environmental systems.

Accomplishments (1/97–9/98):

- AFSS Data base to assist in tracking and monitoring AFSS equipment configuration and general facility information
- Strategy for AFSS Facilities Improvements in the areas of HVAC, lighting, power, and infrastructure (With the assistance of ASO-400 and ATO, ANS-400 developed a briefing outlining the strategy for AFSS facility improvements. The regions were polled to provide facility deficiency data. The data, background information providing the history of the AFSS and leased AFSS fa-

ilities, and cost estimates were used as backup material to support the briefing. ATO-2 and ANS-1 were briefed in November and December 1997, respectively.)

- Evaluated facility status for all flight service stations in the Alaska region (5/30–6/6/98).

Sponsor Organization:

- AAT-1, Air Traffic Service.

Performing Organization:

- ANS-400, Airway Support Facilities Division.

Contractors:

- Determined regionally.

Schedule: F05 - Flight Service Station Modernization

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
Automated Flight Service Station Support Space																			
• MNS 008 Approved																			
										Implementation									
Flight Service Station Power/Environmental Conditioning System																			
										Implementation									
AFSS Facilities Sustainment—(Pending Investment Analysis)																			
																			▶

F06—Air Route Traffic Control Center (ARTCC) Plant Modernization/Expansion

Program Description: Most air route traffic control centers (ARTCC) were constructed in the 1960’s. Their electrical and mechanical support systems are operating well beyond their expected life cycle. Additionally, new requirements—due to changing energy, safety, environmental, security, and equipment needs that require building additions or upgrades—have been identified. This program sustains and expands the ARTCC facility infrastructure to meet emerging system and operational requirements. The facility infrastructure is being replaced incrementally.

Modernization designs and site adaptation are provided by a national architectural and engineering contractor. Site-unique design and construction is accomplished through regional contracts. Construction contracts are regionally awarded and managed.

This program will replace air-conditioning chillers and standby engine generators; install power-conditioning equipment; and replace siding, roofing, water

and sewer lines, and kitchen equipment. It will also remove material containing asbestos, install fire protection equipment, expand parking lots, enclose loading docks, and install physical security systems.

This program also funds the final stages of relocating the Honolulu center radar approach control (CERAP). The program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/non-structural seismic reinforcement of occupied Federal buildings.

Integrated Security Management System (ISMS). This project installs a modern ISMS in each ARTCC that will provide facility management with command and control of all physical security systems for a central location. The ISMS permits ARTCC’s to install in their design an independent, interactive system for establishing a degree of physical asset control, personnel security safeguards, and responsiveness to varying levels of threat.

F08–Sustain San Juan Facilities

Program Description: The San Juan, Puerto Rico, center radar approach control (CERAP) experiences numerous outages, primarily due to obsolete equipment and a degraded physical plant. The facility’s physical security has an unacceptable level of risk.

This program sustains and replaces the existing physical facility infrastructure and upgrades/replaces air traffic control equipment. It funds improvements such as improved ventilation and air-conditioning, standby power system, and communications links. It also installs a second radar system to improve en route surveillance coverage. The program improves the telecommunications system, used to communicate with other Caribbean nations, by installing fiber optics, microwave links, and leased satellite circuits. It replaces the air traffic control automation and display systems, the air/ground radio receivers and transmitters, and the voice switching equipment. It also upgrades the remote maintenance monitoring equipment and the security monitoring capabilities.

Products:

- Automation and display equipment
- Enhanced terminal voice switch
- Low-density radio communication link system
- Remote maintenance monitoring capability
- Site security improvements
- Upgraded environmental and power systems
- Miscellaneous physical plant improvements.

Accomplishments (1/97–9/98):

- Completed CERAP Operations Room Modernization project

Schedule: F08 - Sustain San Juan Facilities

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
				• Completed Transition Plan															

- Completed Power System Modifications project
- Completed CERAP Equipment Room Modernization project Phase 1
- Completed initial satellite TELCO network installation
- Completed Fuel Oil System Modifications project Phase 1
- Completed project to establish Air Traffic training facilities
- Completed Cafeteria Modernization project
- Completed project to tie the CERAP/AFSS to public sewer utility
- Initiated design for a Remote Communications Air/Ground facility at St. Maarten, Neth.A.
- Initiated design for physical security improvements project
- Completed design of the fire/life safety sprinkler system project
- Completed design for grounding modification to CERAP facility.

Sponsor Organization:

- ASO-1, Southern Region.

Performing Organization:

- ANS-300, En Route Facilities Division, NAS Transition and Integration.

Contractors:

- Multiple contractors determined locally.

F10–Airport Cable Loop Systems Sustained Support

Program 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.

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tems 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.

Sponsor Organization:

- ATS-1, Air Traffic Services.

Performing Organizations:

- ANS-400, Airway Support Facilities Division, NAS Transition and Integration
- ANS-1, NAS Transition and Integration.

Contractors:

- Crown Communications, Inc. Washington, D.C.
- Volpe Engineering Center (DOT) Cambridge, Mass.
- Multiple regional contractors.

Schedule: F10 - Airport Cable Loop Systems Sustained Support

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	



F11–Power Systems Sustained Support

Program Description: The program addresses five major areas: engine generators, uninterruptible power systems, direct current power systems, grounding and lightning protection systems, and electrical wiring distribution systems. The program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/nonstructural seismic reinforcement of occupied Federal buildings.

The program covers these areas:

Engine Generators. Engine generators supply both primary and standby electrical power for NAS facilities. FAA Order 6980.10 mandates replacing engine generators that are more than 20 years old; 93 percent of existing engine generators have exceeded their expected 20-year life cycle. Maintenance costs are rising because replacement parts are difficult to acquire, and operating costs are rising due to normal wear and tear.

The project replaces obsolete engine generator systems through a competitive 5-year, no-options-re-

quirements contract. The replacement generator systems are commercially available. The contractor provides depot maintenance. The new generator systems use a mixture of propane and fuel-efficient diesel engines to reduce fuel costs. Maintenance costs are also reduced because the contract provides parts. Current funding for this project replaces only 25 percent of the identified requirements during the contract base period.

Uninterruptible Power Supplies. New equipment entering the NAS increasingly relies on integrated circuit microprocessor technology, which is adversely affected by electrical power fluctuations. This equipment is critical to NAS operations and requires reliable, stable power sources. FAA Order 6030.20E mandates that all critical NAS facilities have continuous, uninterruptible power sources.

FAA Order 6950.25 outlines procedures for justifying the uninterruptible power systems used to ensure reliable, stable power quality at critical NAS facilities. Requirements are coordinated with regional offices and sponsoring organizations to generate implementation priorities. Uninterruptible power supply (UPS) and other power distribution equipment acquisitions use improved, cost-effective GSA Schedule contracts. The reduced power requirements of microprocessor-based equipment permits using direct current power systems.

Direct Current Power Systems. Some NAS facilities use lead acid battery systems as backup power sources. These power sources are deteriorating and do not comply with current Environmental Protection Agency (EPA) requirements. The FAA must replace these lead acid battery systems to comply with environmental law and maintain reliable, stable backup power.

This project replaces existing battery and small (10 kilovolt-amps or less) engine generator systems. Requirements and specifications for direct current backup power sources are being developed to generate a competitive request for proposal (RFP). This RFP will lead to a contract similar to the engine generator procurement. The direct current systems procured will be compatible with microprocessor-based

equipment currently being installed in NAS facilities and will comply with EPA regulations.

Grounding and Lightning Protection Systems. In some facilities, grounding systems are not adequate for modern electronics and have deteriorated with age. These grounding systems must be surveyed and repaired or upgraded to ensure proper operation of NAS equipment. This project ensures proper operation of the next generation of high-speed electronic devices planned for installation in the NAS in accordance with FAA Standards 019 and 020.

Electrical Wiring Distribution Systems. Electrical wiring distribution systems in some older facilities do not meet National Electrical Code requirements. This violates Occupational Safety and Health (OSH) regulations and raises potential legal issues for the FAA. This project funds regional efforts to modify and upgrade NAS facility electrical distribution systems in accordance with the National Electric Code.

Products:

- 2,965 engine generators
- 300 uninterruptible power systems
- 700 direct current backup power systems
- Facility lightning protection, grounding, bonding, and shielding.

Accomplishments (1/97–9/98):

- Replaced 77 engine generators
- Deployed 23 uninterruptible power systems
- Completed requirements analysis for direct current backup power systems.

Sponsor Organization:

- ATS-1, Air Traffic Services.

Performing Organization:

- ANS-600, Power Systems Management Division, NAS Transition and Integration.

Contractors:

- Kolher Company—Generator Division Sheboygan, Wis.
- Multiple regional contractors
- GSA Schedule.

F13–NAS Facilities Occupational Safety and Health (OSH) and Environmental Compliance

Program Description: The FAA must ensure that all facilities comply with existing and future Federal, state, and local regulations and statutes regarding environmental protection, occupational safety and health, and energy conservation. These mandates consist of Executive orders; regulations promulgated by the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and state and local authorities; and FAA labor agreements.

This program contains three program areas that deal with statutory compliance, environmental cleanup, and fuel storage tanks.

Environmental, Occupational Safety and Health (OSH), and Energy Conservation Compliance (ECC). The program area is to develop and implement comprehensive, agencywide environmental compliance/occupational safety and health projects that address:

- Preventing pollution
- Minimizing waste
- Ensuring appropriate environmental management and training
- Determining and minimizing potential hazards for accidents
- Reducing the occurrence of illness and injury in the workplace
- Decreasing agency liability
- Introducing health and safety requirements into existing systems and the acquisition process
- Correcting all fire life safety deficiencies at airport traffic control towers (ATCT)
- Investing in energy efficiency projects
- Ensuring all new construction and major retrofits comply with the Federal Energy Construction Code.

Executive Order 12088, Federal Compliance and Pollution Standards; the Federal Facility Compliance Act; the Occupational Safety Act; and 33 other public laws require Federal agencies to comply with all Federal, state, and local environmental/safety regulations. These mandates require the FAA to develop and implement a comprehensive, agencywide environmental compliance and occupational safety and health program. Adequately protecting FAA employees and the public from environmental and safety hazards is essential. Failure to provide adequate pro-

tection exposes individuals to hazardous conditions. For instance, fire life safety upgrades of ATCT's meet the proposed OSHA standard for emergency exit routes in ATCT's and improve safety.

Because of environmental concerns and the threat of energy shortages, natural resource management is receiving more national attention.

- The President and Congress, through the 1992 Energy Policy Act and Executive Order 12902, "Energy Efficiency and Water Conservation in Federal Facilities," strengthened national energy and water conservation policy.
- Executive Order 12902 directs all agencies to make profitable investments in energy efficiency projects to save Federal dollars and benefit the environment. Examples include:
 - Conduct a prioritization survey of all FAA facilities and buildings to identify the highest priority energy savings projects based on cost-effectiveness and payback periods
 - Carry out a 10-year comprehensive facility audit program and adopt audit recommendations within 6 months of audit completion
 - Ensure that all new and major retrofits to existing FAA facilities incorporate available energy-efficiency technologies and meet the requirements of 10 CFR 435 (Federal Energy Construction Code).

Environmental Cleanup. The program area enables effective management of hazardous materials and ensures that all FAA facilities meet existing and future Federal, state, and local environmental regulations for cleanup of hazardous substances resulting from past FAA practices. Environmental cleanup activities include:

- Responding to the Comprehensive Environmental Response, Compensation, and Liability Act
- Complying with the Resource Conservation and Recovery Act
- Conducting site characterization investigations in preparation for interim cleanup or corrective actions
- Performing emergency response actions associated with the release or potential release of a hazardous substance exceeding a reportable quantity
- Identifying hazardous waste contamination

- Performing sampling and analysis to determine the type and extent of contamination
- Developing remediation options
- Removing hazardous waste
- Performing long- and short-term monitoring of FAA facilities.

Site restoration involves identifying, investigating, and cleaning up or controlling contamination from past hazardous waste disposal operations and hazardous material spills. Restoration activities are underway at sites within FAA-owned and -operated facilities, sites contaminated by the migration of hazardous waste from FAA facilities, and non-Government-owned sites that have been contaminated by FAA-generated hazardous waste. This process involves coordinating with regulatory agencies and the public. The EPA, appropriate state and local officials, and the general public have the opportunity to review and comment on proposed actions that can affect the final solution and associated costs.

Fuel Storage Tanks. The program area enables compliance with statutory (Federal, state, and local) mandates, including Environmental Protection Agency (EPA) regulations that:

- Prescribe specific standards and management practices for owners/operators (including the Federal Government) of fuel storage tank (FST) systems
- Require owners/operators to:
 - Establish specific planning and prevention requirements
 - Notify local governments of existing tanks
 - Replace tanks that are leaking and remediate contaminated sites
 - Install leak-detection equipment to prevent further environmental pollution.

The FAA's FST systems must be appropriately maintained/sustained to comply with these mandates and support operational requirements.

Many sites in the lower 49 states and Alaska are considered "leakers." The average removal/replacement and cleanup cost associated with a leaking storage tank depends on the volume and duration of the spill, geological characteristics of the surrounding soil, and whether or not groundwater has been contaminated.

At sites not qualified for conversion to battery standby power, tanks will be replaced with conforming above-ground and underground tanks or propane

conversions. Double-walled fiberglass tanks with internal leak detectors will be installed at sites where underground storage tanks are necessary. Leak detectors are required to preclude future leaks that might cause either soil and/or groundwater contamination. However, leak-detection equipment will not be installed at sites that are candidates for battery standby power or alternative energy sources unless it is required by Federal, state, or local law.

The FAA has approximately 3,000 FST's in its operational inventory that must be maintained/sustained to support continued operation of mission-critical activities. These FST's and their support systems have varying life expectancies, depending on the specific hardware involved. Because the FST replacement program began in the mid-1980's, the tank systems that were first installed are reaching the end of their life-expectancy. Therefore, these system require replacement and upgraded to continue to meet the mandates. The FAA has initiated a life-cycle management effort to ensure continued compliance of those FST systems, based on a 10- to 15-year life cycle, and any remediation associated with the replacements/sustainments.

Products:

Environmental, OSH, and Energy Conservation Compliance

- Agencywide facility environmental and employee safety compliance assessments
- Agencywide facility energy efficiency and water conservation surveys and audits
- Implementation of mandatory programs such as:
 - Hazard Communication
 - Respiratory Protection
 - Personal Protective Equipment
 - Fall Protection and Working Surfaces
 - Electrical Safety
 - Asbestos Exposure Control
 - Confined Space Entry
 - Pollution Prevention
 - Polychlorinated-biphenyl (PCB) Management
- Education and training of employees.

Environmental Cleanup

- Environmental compliance assessment program, remedial actions, and emergency response actions.

Fuel Storage Tanks

- Location and removal or replacement of leaking fuel storage tanks.

Accomplishments (1/97–9/98):

Environmental, OSH, and Energy Conservation Compliance

- Completed ECAP/OSHCAP assessments of 89 percent of System Management Offices
- Developed Occupational Safety and Health Program Management Plan
- Developed Pre-Construction Safety and Health Guidance
- Certified Regional Asbestos Programs to allow projects to continue following AAF-1 ordered shutdown
- Developed Environmental/Occupational Safety and Health Program Evaluation Protocol
- Established Regional Level Occupational Safety, Health and Environmental Compliance Committees (OSHECCOM)
- Enhanced Energy Management Reporting System (EMRS)
- Developed Program Management Plan for Fire Life Safety Upgrades of ATCT's.

Environmental Cleanup

- Installed remedial systems at two areas of the William J. Hughes Technical Center Superfund site
- Remediated soil contamination at Long-Range Radar Sites in Maine and Oregon
- Prepared preliminary guidance for system decommissioning
- Assembled interagency team to address contamination issues at Annette Island, Alaska.

Fuel Storage Tanks

- Completed removal and/or replacement of fuel storage tank systems at 450 sites.

Sponsor Organizations:

- ATS-1, Air Traffic Services
- API-1, Policy, Planning, and International Aviation.

Performing Organization:

- ANS-500, Environment, Energy, and Safety Division.

Contractors:

- Multiple contracts determined at the regional offices, Mike Monroney Aeronautical Center, and William J. Hughes Technical Center.

Schedule: F13 - NAS Facilities Occupational Safety and Health and Environmental Compliance

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
Continuing Effort																			
Environmental, Occupational Safety and Health, and Energy Conservation Compliance																			
<ul style="list-style-type: none"> • Completed OSHCAP Phase 1 • Completed Energy/Water Conservation Audit/Action Plans <ul style="list-style-type: none"> • Completed SEAMS Software Development Phase 1 • Completed 106 Fire Life Safety Upgrades <ul style="list-style-type: none"> • Completed Environmental Compliance Regulatory Analysis Blueprint <ul style="list-style-type: none"> • Complete SEAMS Software Development Phase 2 <ul style="list-style-type: none"> • Complete Environmental Compliance Program Regional Plans • Complete Fire Life Safety Upgrade Revisits 																			
Environmental Cleanup																			
<ul style="list-style-type: none"> • Completed Assessments of 68 Sites <ul style="list-style-type: none"> • Complete Site Investigations at Various Locations • Complete Cleanup/Remediation at Various Sites 																			
Fuel Storage Tanks																			
<ul style="list-style-type: none"> • Began Long-Term Fuel Storage Tank Monitoring Program • Removed/Replaced 2630 Fuel Storage Tanks <ul style="list-style-type: none"> • Complete Removal/Replacement of Fuel Storage Tanks • Begin Fuel Storage Tanks Life-Cycle Sustain/Replace Program 																			

F14–System Support Laboratory Sustained Support

Program Description: The William J. Hughes Technical Center's System Support Laboratory provides the environment to test, evaluate, and integrate new NAS systems prior to field deployment. The NAS modernization program will result in the delivery of various automation systems and situation displays to the laboratory. This project provides unique nonoperational test beds, not available elsewhere, that duplicate the NAS environment. Extensive modification is needed to accommodate these items.

This program upgrades the laboratory's climate control and power distribution systems. It also upgrades the electronic data switching systems that provide surveillance weather and communications data used to replicate the various fielded configurations.

Products:

- NAS Test Bed Infrastructure
- Complex Data Switching Systems in support of the NAS Test Environments
- Test environment for En Route Automation Programs
- Test environment for the Display System Replacement (DSR)
- Test environment for Standard Terminal Automation Replacement System (STARS)
- Test environment for Automated Radar Terminal Systems
- Test environment for Oceanic Automation Program
- Test environment for Host/oceanic computer system replacement (HOCSR)
- Test environment for Operational and Supportability Implementation System (OASIS)
- Test environment for communication voice switches
- Test environment Next-Generation Air/Ground Communications (NEXCOM)
- Test environment for Weather Programs.

Accomplishments (1/97–9/98):

- Developed and implemented laboratory environments for STARS, Weather and Radar Processor

(WARP), DSR field familiarization, Simplified Short Approach (SSA), Dynamic Ocean Tracking System Plus (DOTS Plus), Rehost, and Oceanic subsystems air traffic services interfacility data communications (AIDC), VSCS Training and Backup Switch (VTABS), controller-pilot data link communication (CPDLC), and Oceanic Development Facility (ODF)

- Initiated plans for implementing HOCSR, STARS, NEXCOM, and OASIS
- Implemented the STARS Early Deployment AIA/HIA transition facility
- Installed the Flight Service Station's (FSS) flight service data processing system (FSDPS) SSF1
- Implemented and developed Enhanced Terminal Voice Switch (ETVS) and Rapid Deployment Voice Switch (RDVS) communications systems
- Implemented building 162 trailer complex for the Air Traffic Control Beacon Interrogator (ATCBI) runoff
- Decommissioned en route 9020E and removed hazardous materials
- Implemented Airport Surveillance Radar, model 9 (ASR-9) transportable mobile trailer, in support of ATC System testing and field support
- Implemented the IBM and Hitachi HCS Rehost processors
- Reconfigured the Aeronautical Data Link (ADL) lab
- Planned expansion of the Enhanced Traffic Management System (ETMS) lab.

Sponsor Organization:

- ACT-1, William J. Hughes Technical Center.

Performing Organization:

- ACT-400, Facilities Management Division, William J. Hughes Technical Center.

Contractors:

- Multiple regional contractors.

Schedule: F14 - System Support Laboratory Sustained Support

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10

F15–General Support Laboratory Sustained Support

Program Description: The William J. Hughes Technical Center's General Support Laboratory supports simulation modeling, airborne research, and human factors research. The laboratory needs to be periodically updated to ensure it is technologically adequate, and this program funds enhancements of specific complexes within the laboratory.

Products:

- Air Traffic Control real-time and fast-time simulations
- Human Factors performance measurements and analysis
- Airborne support, including fixed-wing aircraft, helicopters, instrumented to collect flight data
- Centerwide computer data Disaster/Recovery services
- Software engineering operating system (OS) support and services
- Statistical data reduction and analysis support and services
- NAS adaptation graphical plotter support and services
- Computer modeling research and analysis support and services.

Accomplishments (1/97–9/98):

- Established the Technical Computer Data Center (TCDC) mainframe computer as the primary di-

saster/recovery facility for multiple Local Area Networks at the William. J. Hughes Technical Center

- Upgraded the entire mainframe operating system to IBM's OS/390 (This operating system has been certified to be year-2000 compliant.)
- Replaced all IBM 3380 direct access storage devices with IBM 9395 and IBM 9345 devices
- Acquired and installed high-speed/high-capacity Cybernetics magnetic tape drives
- Converted/adapted Reduced Vertical Separation Minima software programs (Phase 1) and data to run on the TCDC mainframe computer (Additional programs and procedures were developed to enhance project functionality. All programs are currently in production.)
- Implemented IBM and Hitachi HCS rehost mainframe computers.

Sponsor Organization:

- ACT-1, William J. Hughes Technical Center.

Performing Organization:

- ACT-400, Facilities Management Division, William J. Hughes Technical Center.

Contractors:

- Multiple regional contractors.

Schedule: F15 - General Support Laboratory Sustained Support

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10

F16–William J. Hughes Technical Center Building and Plant Support

Program Description: The program funds utility plant improvements at the William J. Hughes Technical Center and infrastructure improvements at the At-

lantic City International Airport. The center's physical plant supports projects and field activities. Although the Technical Center's main building is al-

most 20 years old, some of the utility systems supporting the Technical Center date from the 1940's. Utility improvements include replacing chiller and boiler units, electrical substations, and other mechanical and electrical systems. The fire detection systems will also be upgraded.

The program also provides funds for lease payments.

Products:

- Lease payments
- Boiler and chiller units
- Electrical substation upgrade
- Fire protection system improvements
- Draining system improvements.

Accomplishments (1/97–9/98):

- Upgraded life safety, various building, and research and development area
- Provided chilled water primary and secondary pumping in technical building and central utilities plant
- Prepared architectural-engineering design for removing the spray pond

- Completed construction contract for cooling towers at central utilities plant
- Upgraded the Technical Center's electrical distribution system and replaced transformers at seven buildings
- Completed environmental upgrades in technical building, including duct cleaning and insulation replacement of six major heating, ventilation, and air-conditioning systems
- Upgraded the Technical Center's energy management system control room.

Sponsor Organization:

- ACT-1, William J. Hughes Technical Center.

Performing Organization:

- ACT-611, Engineering and Design Section.

Contractors:

- Atlantic County Improvement Authority Atlantic City, N.J.
- Multiple local contractors.

Schedule: F16 - William J. Hughes Technical Center Building and Plant Support

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	
			Technical Center Lease																	
								Utility Improvements												
		Airport Improvements																		

F17–Computer Aided Engineering Graphics (CAEG) Modernization

Program Description: The Computer Aided Engineering Graphics (CAEG) program is an automated Computer-Aided Design/Computer Aided Engineering (CAD/CAE) capability that facilitates site transition and installation planning, airport planning, coverage analysis, and contingency planning. Workstations are currently installed at FAA regional offices, ARTCC's, the William J. Hughes Technical Center (WJHTC), the Mike Monroney Aeronautical Center (MMAC), Dallas-Fort Worth and Denver airports, the Pittsburgh airport traffic control tower, the Airway Facilities Tower Integration Laboratory and several sector maintenance offices.

The current CAEG system is fully 3-dimensional and adept at all modeling tasks. It excels at all mapping applications, including terrain modeling, latitude/lon-

gitude determination, North America Datum (NAD) 27 to 83 conversion, bearing determination, U.S. map, state boundaries, etc. It uses data base information to produce intelligent graphics.

CAEG:

- Enables engineers to generate designs and site plans using data on airport layouts, flight tracks, noise contours, population densities, roads, highways, obstructions (man-made and natural), air-space information, antenna characteristics, and topographical data
- Produces up-to-date analytical products by superimposing various mapped data items against terrain and obstructions. Provides electrical and

mechanical computer-aided design and drafting (CADD)

- Digitizes or scans existing libraries of paper drawings and archives existing drawings and data
- Allows field engineers, technicians, spectrum managers, and cartographers to access engineering information and general CAEG capabilities through an existing wide area network
- Provides an automated accounting for and safeguarding of a growing number of engineering drawings and associated facilities and equipment data.

This project will modernize aging networked CAEG dedicated workstations at existing sites to a client/server architecture with state-of-the-art graphics capabilities to be consistent with government and industry standards. The improved tools provide additional capabilities by performing multiple tasks performed by other specialties and reduce the requirement for drawing file conversion as the new tools are in consonance with government and industry standards. This effort has begun at the major sites, which include the regional headquarters facilities, the WJHTC, the MMAC, and FAA Headquarters. In the end state, the system's scope will be expanded to service all of the sector maintenance offices as well as the Airport District Offices.

The updated CAEG system will provide easy access to the FAA's data sets and ease of operation to the workforce that plans capital improvements and upkeep of the NAS. The new system will take advantage of technological breakthroughs, such as enhanced processing and throughput, the Internet/intranet, graphical user interfaces, object-oriented programming, and other enhancements. This will support graphics automation users who have differing degrees of computer literacy.

Products:

- One or more servers with software, training, and rehosted specialized applications enhanced with a graphical user interface for each region and center.

Accomplishments (1/97–9/98):

- Established new contract to replace Computer Resource Nucleus (CORN) support offering 25 updated servers and 96 CADD licenses

- Began the Alpha test for the new enhanced Radio Coverage Analysis System (RCAS) rehosted tool
- Developed a draft FAA-STD-002 version E, modifying the electronic deliverable standards for engineering drawings to be released for coordination and approval
- Released Screening Information Request/Request for Information for an Electronic Document Management System
- Developed and released an enhanced CAEG Interface
- Developed the Mixed CADD Transition Plan for future CADD needs
- Converted to private Internet protocol addresses to comply with agency standards and requirements
- Updated FAA-STD-002 to version D, defining the electronic deliverable standards for engineering drawings
- Installed the drawing management system at the regions, the MMAC, the WJHTC, and headquarters to assist with configuration management of engineering drawings
- Developed an electronic Web-based CAEG document library
- Designed an airports system (Part 77 Analysis) operational readiness document for use in developing a tool for airport evaluation of aeronautical cases
- Developed an air traffic mapping operational readiness document for use in rehosting and enhancing the existing tool.

Sponsor Organization:

- AAF-1, Airway Facilities Service.

Performing Organization:

- ANS-100, NAS Planning and Support Division, NAS Transition and Integration.

Contractors:

- Electronic Data Systems
Herndon, Va.
- Orion Technology
Albuquerque, N.M.

Schedule: F17 - Computer Aided Engineering Graphics (CAEG) Modernization

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
	<ul style="list-style-type: none"> MNS 059 Approved 				<ul style="list-style-type: none"> Contract Award <ul style="list-style-type: none"> Revalidated MNS for New Requirements <ul style="list-style-type: none"> Began Client/Server and User Access Expansion 														

F18–Aeronautical Center NAS Support Facilities

Program Description: The Mike Monroney Aeronautical Center in Oklahoma City provides a centralized location for FAA training, logistics, engineering support, and aeromedical research. As the NAS continues to grow and evolve, services and support provided by the center and its tenant organizations grow and evolve, requiring infrastructure improvements. Also, many buildings do not comply with the current building code, nor are they suitable for conducting training, repair, supply, or engineering functions.

The program provides complexes, support buildings, and the necessary infrastructure to house functions and equipment required for training, logistics, engineering support, and aeromedical research systems. New training complexes will meet specific functional requirements for classrooms, training laboratories, and work areas. They will be configured for maximum flexibility to meet future requirements. Second-level engineering support facilities will accommodate engineering support personnel, systems, equipment, and functions for defining and resolving NAS problems, sustaining engineering functions, and related activities. New and refurbished logistics support facilities will provide increased space for repair, test, quality-control, engineering, and other support functions.

The program provides facilities to meet specific requirements, such as Civil Aeromedical Institute human factors and regulatory processes, general Aeronautical Center operations (storage, staging, ship-

ping, maintenance, flight line support, and operations) and other tenant needs. These facilities will be predicated on approved studies and plans.

The program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/nonstructural seismic reinforcement of occupied Federal buildings.

Products:

- Modern NAS training facilities
- Facilities for aircraft maintenance and shops
- Facilities for second-level engineering support personnel, systems and equipment, sustaining engineering, and related activities
- Facilities for interim and long-term storage, equipment, repair, test, engineering, quality control, administrative support, and related activities
- Streets, parking, pedestrian ways, and electrical, gas, and water distribution systems; telecommunications; storm and sanitary sewers; general storage and support structures; and other supporting facilities
- Modernized Civil Aeromedical Institute.

Accomplishments (1/97–9/98):

- Completed construction of infrastructure to support new radar installations and other training, engineering, and test facilities

F22–Child Care Centers

Program Description: Federal agencies are authorized to construct, furnish, and maintain child care centers under Public Law 90-591. Constructing child care centers at ARTCC's complies with Administration initiatives and Congressional intent to improve the productivity of the Federal workforce with resultant savings to taxpayers and also provide the highest level of Government service by ensuring safe, quality, affordable, and convenient child care.

The ARTCC workforce requires child care during nontraditional work hours (i.e., extended-hour and/or 24-hour care). Child care during these hours is not available in surrounding communities. Sites are proposed by the regions after completing formal needs assessments and surveys of surrounding private child care availability, and selection is made by the Program Director for Labor and Employee Relations, Office of Human Resource Management. Sites are constructed using national standard design.

ARTCC child care centers are operated as nonprofit corporations managed by boards of directors consisting of agency employees/parents. Tuition and fundraising efforts by the nonprofit corporations pay for the child care centers' staff and operating costs exclusive of maintenance. Child care centers constructed

at 13 ARTCC's since 1992 are performing well and are valued within the communities they serve.

Products:

- Onsite child care centers at ARTCC's providing care for minimum of 75 children and infants.

Accomplishments (1/97–9/98):

- Opened child care centers at Miami, Los Angeles, Chicago, and Boston ARTCC's
- Completed design at Leesburg ARTCC.

Sponsor Organization:

- AHR-1, Human Resource Management
- AAF-1, Airway Facilities Service
- AAT-1, Air Traffic Service.

Performing Organizations:

- AHL-1, Labor and Employee Relations, Office of Human Resources Management
- AHL-100, Employee Relations and Benefits Team, Office of Human Resources Management.

Contractors:

- Regional/local contractors.

Schedule: F22 - Child Care Centers

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
<ul style="list-style-type: none"> • Completed Center at Oakland (Redirect Authority) <ul style="list-style-type: none"> • MNS 067 Approval • Completed Center at Jacksonville ARTCC (FY 91 Redirect Authority) <ul style="list-style-type: none"> • Completed Centers at Kansas City and Minneapolis ARTCC's • Completed Centers at Denver, Memphis, and Houston ARTCC's <ul style="list-style-type: none"> • Completed Centers at Atlanta and Salt Lake City ARTCC's <ul style="list-style-type: none"> • Completed Centers at Los Angeles, Miami, Chicago, and Boston ARTCC's • Construct Center at Washington ARTCC <ul style="list-style-type: none"> • Construct Center at Dallas-Ft. Worth ARTCC <ul style="list-style-type: none"> • Construct Center at Albuquerque ARTCC <ul style="list-style-type: none"> • Construct Center at Cleveland ARTCC <ul style="list-style-type: none"> • Construct Center at Site To Be Determined 																			

F23–Relocate Honolulu Combined Center Radar Approach Control (CERAP)

Program Description: The State of Hawaii plans to return the site of the Honolulu Combined Center Radar Approach Control (CERAP) to its natural state and make the area into a state park. The FAA has agreed to relocate the facility.

This program will relocate the Honolulu CERAP and remove all facilities and equipment from the vacated site. The program has been expanded to meet requirements mandated by public law and Executive order for facility accessibility and structural/

nonstructural seismic reinforcement of occupied Federal buildings.

Products:

- Relocation of Honolulu CERAP facility
- Sustainment of existing facility until relocation.

Accomplishments (1/97–9/98):

- Awarded CERAP consolidation contract
- Replaced engine generators and chillers
- Completed airspace study
- Awarded construction contract
- Completed engineering design.

Sponsor Organizations:

- ANS-1, NAS Transition and Integration
- ARS-1, Air Traffic System Requirements Service
- AWP-1, Western-Pacific Region.

Performing Organization:

- ANS-300, En Route Facilities Division, NAS Transition and Integration.

Contractors:

- Lockheed Martin Corporation
Bethesda, Md.
- Sverdrup Corporation
Rosslyn, Va.

Schedule: F23 - Relocate Honolulu Combined Center Radar Approach Control

91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
				• MNS 284 Approved		• Completed Site Selection	• Completed Engineering Design	• Complete Construction	• Complete Equipment Installation	• Commission Facility	• Facility Expansion and New Equipment								

F24–Facility Security Risk Management (FSRM)

Program Description: Criminal or terrorist attacks on FAA facilities would jeopardize critical air traffic services. Safety of employees and NAS users is critically dependent on an operational and administrative environment that provides reasonable safeguards. Security risk assessments of FAA facilities have determined that existing security measures are inadequate. To ensure the protection of FAA employees, facilities, and assets, the FAA will upgrade its security measures.

This program will build an effective security risk management program to protect critical NAS infrastructure. The program provides funding for facility design and onsite engineering and installation of security upgrades. Future funding requirements will be based on activity levels and local situations that are validated on a year-to-year basis.

Products:

- Vulnerability assessments
- Design packages.

Accomplishments (1/97–9/98):

- Received JRC approval for MNS #316.

Sponsor Organizations:

- ATS-1, Air Traffic Services
- ACS-1, Civil Aviation Security.

Performing Organization:

- ANS-400, Airway Support Facilities Division.

Contractors:

- To be determined.

