






# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[1] *Completed* Approve ERAM Release 2 package contents (<i>Automation</i>)</b>	<b> Target CY Date: 2007</b> <b>Target FY Date: FY07 Q2 - FY08 Q1</b> <b>Actual Date: 04-Mar-2008</b>
<p>En Route Automation Modernization (ERAM) Release 2 candidates - Automated execution of predeparture aircraft reroutes from TFM - Support to Initial ADS-B for non-radar areas (Gulf of Mexico (GoMex)) ERAM Releases 2 or 3 candidates - Trajectory constraint sharing supporting TFM planning and en route execution - Enhanced Required Navigation Performance (RNP) filing and assignment of adapted RNP routes</p> <p><b>Status:</b> Completed. Green. The ERAM Release 2 Package content was briefed to the Executive Council on March 4, 2008. This item is completed.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:04</p>	
<b>[2] AIM Modernization Segment 1 Final Investment Decision (<i>Automation</i>)</b>	<b> Target CY Date: 2009 Q4</b> <b>Target FY Date: FY10 Q1</b>
<p>Final Investment Decision to create an AIM Modernization program that supports current and future aeronautical information service needs. Plan the evolution of Aeronautical Information Management (AIM) by allocating functionalities and assuring data integrity of systems that make up AIM.</p> <p><b>Status:</b> The PT has determined the anticipated date for the FID will be April 2009. The annual update for the roadmap shall shift DP#2 to April 2009 2 Qtr.</p> <p>DP #2 and DP #120 AIM Segment 1 Initial Investment Decision are dependent upon each other.</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:04</p>	
<b>[3] *Completed* NIMS sustainment or total resumption service by RMMS decision (<i>Automation</i>)</b>	<b> Target CY Date: 2007</b> <b>Target FY Date: FY07 Q2 - FY08 Q1</b> <b>Actual Date: 28-Mar-2007</b>
<p>NAS Infrastructure Management System (NIMS) sustainment or total resumption service by Remote Monitoring and Maintenance System (RMMS) decision.</p> <p><b>Status:</b> On 28 Mar 2007 the JRC approved the FY 2007 funding to implement the rehost plan and to terminate the NIMS Phase 2 program. Decision will be archived with the termination of NIMS Phase 2 program.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:04</p>	
<b>[4] *Completed* Final Investment Decision for SWIM Ground Segment 1 Implementation (Baseline for FY 09 - 10) (<i>Communications</i>)</b>	<b> Target CY Date: 2007</b> <b>Target FY Date: FY07 Q2 - FY08 Q1</b> <b>Actual Date: 01-Jun-2007</b>
<p>Selects COTS for SWIM core services, and deploy's CIWS Publication, SUA Automated Data Exchange, and publication of Initial flight data services.</p> <p><b>Status:</b> Funding for SWIM Segment 1 has been approved for FY 09 and FY 10. Funding for SWIM Segment 1+ for FY 11 thru FY13 has not yet been approved.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:04</p>	
<b>[5] *Completed* VOR decision for drawdown based on GNSS (<i>Navigation</i>)</b>	<b> Target CY Date: 2007</b> <b>Target FY Date: FY07 Q2 - FY08 Q1</b> <b>Actual Date: 17-Dec-2007</b>
<p>Decide when and how to begin drawing down the number of Very High Frequency (VHF) Omnidirectional Range (VOR) navigation systems. There are approximately 1,000 in the inventory. It is assumed that we will keep some smaller number of VORs in the inventory based on the use of a Global Navigation Satellite System (GNSS) such as the Global Positioning System (GPS).</p> <p><b>Status:</b> Decision is complete 12/17/07.</p> <p><b>Impacts NextGen:</b> No</p>	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[6] **\*Completed\*** Develop rightsizing DME requirements, e.g., service volume, DME architecture, pathway. (*Navigation*)

 **Target CY Date:** 2007  
**Target FY Date:** FY07 Q2 - FY08 Q1  
**Actual Date:** 01-Jul-2007

Required Navigation Performance (RNP) will be supported by both Global Navigation Satellite Systems (GNSS) and Distance Measuring Equipment/Distance Measuring Equipment (DME-DME) systems for the foreseeable future. Based on that, we must determine the best way to support RNP with DME including how many DME systems we need, their best placement, if we need to do analytical work to expand their service volumes, etc. A new DME procurement is needed to sustain existing systems and expand the inventory.

**Status:** This has been completed in July 2007.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[7] **\*Completed\*** Decision for ADS-B/TIS-B/FIS-B Segment 2 (NAS wide) implementation, including backup strategy (the approved backup strategy is to retain limited secondary radar and all terminal primary radars) (*Surveillance*)

 **Target CY Date:** 2007  
**Target FY Date:** FY07 Q2 - FY08 Q1  
**Actual Date:** 27-Aug-2007

Investment decision to expand Automatic Dependent Surveillance-Broadcast (ADS-B), Traffic Information Service-Broadcast (TIS-B), and Flight Information Service-Broadcast (FIS-B) ground infrastructure to the entire NAS. Also, includes decision on ADS-B backup strategy and plan for rulemaking. Now known as the Surveillance and Broadcast Services (SBS) program.

**Status:** Approved Final Investment Decision August 27, 2007. Decision is complete.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[8] **\*Replaced\*** Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment) (*Surveillance*)

 **Target CY Date:** 2007  
**Target FY Date:** FY07 Q2 - FY08 Q1

Given that we will transition to an Automatic Dependent Surveillance-Broadcast (ADS-B)-based surveillance system, this decision will determine how should we sustain the legacy radar capability during the transition.

**Status:** Investment Decision initially proposed for December of 2007 has slipped to May 2008. Status has been changed to Yellow.

**Replaced By:** [97] Decision for legacy radar (ASR-9) Service Life Extension Program (SLEP) through 2027  
[98] Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025  
[99] Decision for ASR-11 Technology Refresh Segment 1 Final Investment Decision  
[100] Decision for legacy beacon (Mode S) SLEP through 2025

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[9] **\*Completed\*** Investment Decision for Terminal Doppler Weather Radar (TDWR) SLEP 1 (*Weather*)

 **Target CY Date:** 2007  
**Target FY Date:** FY07 Q2 - FY08 Q1  
**Actual Date:** 01-Aug-2007

The Terminal Doppler Weather Radar (TDWR) Service Life Extension Program (SLEP 1) investment decision is required to extend the service life of the TDWR (NAS CIP W03.03-01) at 45 sites.


**Status:** Completed August 2007.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[10] **\*Deleted\*** Investment Decision for continued funding to evaluate lower troposphere aircraft Wx Obs (*Weather*)

 **Target CY Date:** 2009  
**Target FY Date:** FY09 Q2 - FY10 Q1

An investment decision to determine if Lower Tropospheric aircraft Wx Obs from aircraft can result in RUC model improvements and improve ITWS wind products for reliever airports (where there isn't a TDWR).

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** Status Green: Evaluation complete and awaiting final report but decision made by FAA (ATO-P) during Executive meeting that FAA would not acquire lower Tropospheric aircraft observations (raw data from AirDat) directly, but continue getting the benefit from RUC model output as before that will be improved by the addition of TAMDAR data. Earlier, MIT/LL had provided information that these data would not benefit CIWS or ITWS.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 13-Oct-2008 at 09:48:25

[11] **Investment Decision to transfer the Comms functionality of WARP WINS into SWIM (System Wide Information Management) Seg 2 as component of NNEW (Weather)** **G** *Target CY Date: 2009 Q3*  
*Target FY Date: FY09 Q4*

Weather and Radar Processor (WARP) Weather Information Network Server (WINS) communications (dissemination) functionality to be subsumed by the System Wide Information Management (SWIM) by 2012 (Segment 2).

**Status:** WARP no longer a part of SWIM Segment 1, therefore target date needs moved to reflect Segment 2 inclusion. Investment decision is scheduled for 2009 but is dependent on the SWIM segment 2.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[12] **\*Replaced\* Investment Decision for WARP Sustain until subsumed into NextGen Wx Processor Work Package 1 (WP1) (Weather)** **R** *Target CY Date: 2007*  
*Target FY Date: FY07 Q2 - FY08 Q1*

This Tech Refresh sustains the existing WARP and its subsystems (e.g., FBWTG and WINS) until those functions can migrate into NextGen Wx Processor WP1, which will employ an open, modular, and scalable architecture to position it as a potential platform for additional NextGen Wx functions

**Status:** Status remains Red (as 2007 milestone couldn't be attained). WARP Product Team unable to meet milestone of Dec '07 EC/2B decision as during pre-EC work ups their funding was "zeroed out" for '08 & '09. They have prepared a RPD for FY10 funding and are on JRC 'Wait List'; they hope to get to an EC for a 2B decision in 2008. For now, their management is telling them to "sit tight".

**Replaced By:** [210] Final Investment Decision to fund WARP contract maintenance until subsumed into NextGen Wx Processor Work Package 1 (NWP WP1)

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[13] **\*Deleted\* Investment Decision to move TWIP to SWIM Air Segment (Or remain as a vendor provided service) (Weather)** *Target CY Date: 2015*  
*Target FY Date: FY15 Q2 - FY16 Q1*

The Investment Decision would be to transition TWIP capability (resident in ITWS) into SWIM as part of SWIM Air Segment (SWIM Segment 3)

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 14-Oct-2008 at 20:24:22

[14] **Investment Decision for WMSCR TR; Sustained to reach SWIM Segmt. 3 (Re-Org expect transition to Comm.) (Weather)** **Y** *Target CY Date: 2009 Q4*  
*Target FY Date: FY10 Q1*

WMSCR TR needed to establish Comms with ADAS rehosting; replace hardware platform; replace database and operating system to sustain until reaching SWIM Seg 2

**Status:** Strongly likely that WMSCR unable to achieve milestone (EC/JRC Decision within CY 2008). WMSCR Lead Cathy Krupa indicates:(1) WMSCR Tech Refresh is not needed until 2011, so funding decision in 2008 is not necessary; therefore, the team is not going through the JRC process at this time; (2) WMSCR is now under Steve Dash (Comms) and are trying to establish if JRC needed to seek funding, or alternatives available.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:04

[15] **Investment Analysis Readiness Decision (IARD) for NextGen Facilities (Facilities)** **Y** *Target CY Date: 2009 Q1*  
*Target FY Date: FY09 Q2*

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41


Development and approval of the Concept & Requirements Definition and other documents required for IARD approval. This becomes the AMS entrance decision point for the NextGen Facilities Program.

**Status:** The Concept and Requirements Definition (CRD) for NextGen Facilities is proceeding, but the original schedule will not be met for a Nov 08 IARD. The Program Manager received approval for a 3 month slip in the CRD date to Feb 09. The 2008 B/L status remains Yellow, but will be rebaselined Green to Feb 09 for the 2009 Facilities Roadmap. This Milestone will be renamed Investment Analysis Readiness Decision (IARD) in the 2009 Roadmap. No change in current status.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:04

[16] **\*Completed\* Decision to develop avionics policy, standards and equipage strategy for Enhanced/Synthetic Vision Systems (EVS/SVS) to support low and zero visibility surface operations. (Aircraft)**  **Target CY Date: 2007**  
**Target FY Date: FY07 Q2 - FY08 Q1**  
**Actual Date: 01-Jul-2007**

Development of standards to support virtual tower operations and visual flight rules (VFR) operational rates in instrument flight rules (IFR) conditions capability.

**Status:** Completed in July 2007

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

[17] **\*Deleted\* TCAS Research (Air / Ground)**  **Target CY Date: 2009**  
**Target FY Date: FY09 Q2 - FY10 Q1**


Analysis to improve interoperability of a changing environment. Traffic Alert and Collision Avoidance System (TCAS) and Automatic Dependent Surveillance-Broadcast (ADS-B) conflict management applications, TCAS algorithms in Next Generation Air Transportation System (NextGen) super-density operations, and TCAS Resolution Advisory (RA) monitoring

**Status:** Analysis activity is on going. On schedule to meet 2009 target date.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 05-Nov-2008 at 15:57:50

[18] **\*Deleted\* Approve requirements for Post ERAM R3 work package initial investment (Automation)**  **Target CY Date: 2009**  
**Target FY Date: FY09 Q2 - FY10 Q1**


Baseline requirements for En Route Automation Release 4 and approve initial requirements for Post ERAM R3 work package. Candidates for the Mid-Term En Route Automation include: Transition surveillance sources to Internet Protocol (IP), exchange data with Terminal and Traffic Flow Management System (TFMS) automation via System Wide Information Management (SWIM) services. - DataComm - Enhanced trajectory integration with: TFM, TMA - Conflict Probe modifications for Required Navigation Performance (RNP)-based separation - Processing of ADS-B aircraft track vector and intent data - Trajectory/Conflict Alert/Probe use of aircraft intent data - Improved Conflict Resolution Aids - Flexible Airspace - Separation Automation enhancements - High Density Arrival/Departure Terminals and Airports - Conflict Detection and Resolution Enhancements - CATM Constraint Exchange - Dynamic Airspace - Execution of Flow Strategies - Trajectory Based Airspace

**Status:** Green status: Very dependent on SWIM Segment 2, ADS-B, and a few other ongoing programs.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 02-Oct-2008 at 13:12:07

[19] **\*Completed\* Approve CATMT work package 2 (mid-term package content) (Automation)**  **Target CY Date: 2008 Q3**  
**Target FY Date: FY08 Q4**  
**Actual Date: 26-Sep-2008**

Integrated Departure Arrival Capability (Formerly Departure Flow Management)

- Airborne reroute execution/go button
- Traffic Flow Management (TFM) Suite Integration
- Weather Integration
- display of CIWS and research products

**Status:** GREEN. Met with ATO-F and the concern over NextGen scope overlap has been alleviated. On track to complete by Sep 2008.

**Impacts NextGen:** Yes

**Critical:** Yes

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Last Update:** 30-Jan-2009 at 10:12:05

## [20] Approve EFS final investment to migrate towards TFDM functional capability. (Automation)

**G** **Target CY Date:** 2010 Q2  
**Target FY Date:** FY10 Q3

Automate Tower flight data functions to absorb Flight Data Input/Output (FDIO) and replace EFSTS - Assumes System Wide Information Management (SWIM) Segment 1 implements the Terminal Data Distribution System (TDDS) function for this application to utilize. - Provides a common terminal electronic flightstrip (EFS) capability. This capability will enable an electronic transfer of flight data and amendment of flight data in support of NextGen capabilities.

**Status:** "DP 20, FID for EFS, has been moved at the request of ATO-T to 2010. The IARD is now expected in 2009.

The EFS didn't get an IARD decision; however, it will be demonstrated at one (or more) operational site(s) in order to gather benefits. Upon resubmitting a JRC decision it is high risk that EFS will delay a migration towards TFDM. "

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [21] \*Completed\* SAIDS near-term sustainment/replacement final investment decision (Automation)

**G** **Target CY Date:** 2008 Q3  
**Target FY Date:** FY08 Q4  
**Actual Date:** 23-Sep-2008

A final investment decision (FID) for Systems Atlanta Information Display System (SAIDS) near-term sustainment/replacement.

**Status:** COMPLETED 09/23/08. FID granted to replace all existing workstations in FY09 - FY2015.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [22] \*Completed\* Approve NextGen Staff Tower ConOps (Automation)

**G** **Target CY Date:** 2008 Q3  
**Target FY Date:** FY08 Q4  
**Actual Date:** 30-Sep-2008

Automation will be required to support the goal of staffing Next Generation Air Transportation System (NextGen) towers. Assume this ConOps will need approval from ATO-P organization.

**Status:** COMPLETED. Directors from ATO-P and ATO-T approved and signed the NextGen Towers (NT) Operational Concept (ConOps) (previously entitled Staff Virtual Tower (SVT) Operational Concept). Approval of the NT ConOps was an Enterprise Architecture milestone that was completed on time (green). The NT concept will meet projected future traffic demands while improving operational efficiency and enabling cost-effective expansion of air traffic services to significantly larger number of airports than possible with traditional methods of service delivery. The approved ConOps develops the NT concept as a first step in the process to determine its operational feasibility. The NT concept depicted in the ConOps will be used as a foundation for future analyses (e.g. functional, technical, safety) and development efforts needed to determine its operational feasibility.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [23] Decision on next generation CAT I Landing System. (Navigation)

**Y** **Target CY Date:** 2008 Q3  
**Target FY Date:** FY08 Q4

Decisions on Category I (CAT I) Instrument Landing System (ILS) divestment will be made on a case-by-case basis, taking into consideration the alternatives for providing equivalent levels of vertically-guided approach-to-landing service and the level of instrument flight rules (IFR) activity at a given airport. LAAS Cat I service will be available under non-federal procurement in Q1 2009. ILS divestments at selected airports are not expected to begin before 2012, based on the availability of LAAS-based Cat I services under non-federal procurement or on substitution of Wide Area Augmentation System (WAAS) localizer performance with vertical guidance (LPV) services for ILS. See related DP24.

**Status:** Awaiting Agency approval of the replacement of CAT I ILS with WAAS based on evaluation of the work in WAAS certification that appeared viable for most U.S. locations. Approval may involve determination of ILS divestments at selected airports that may not begin before 2012, based on the substitution of Wide Area Augmentation System (WAAS) localizer performance with vertical guidance (LPV) services for ILS. Approval may require analysis of a policy and mitigation strategy, for a loss of Global Navigation Satellite System (GNSS) must be determined. In addition, LAAS was originally intended to provide CAT I where WAAS coverage was not available. If LAAS is not used for this purpose, ILSs in areas where WAAS coverage is insufficient will need to be retained. The status will stay yellow until receipt of Agency approval regarding these decisions. No further update at this time.

**Impacts NextGen:** Yes



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [24] Decision to proceed with research & development work for Category-II/III GBAS (*Navigation*)

**Y** **Target CY Date:** 2009 Q1  
**Target FY Date:** FY09 Q2

By early 2009, the FAA will have completed certification work for the Category-I LAAS system design approval (SDA). This achievement is a precursor to proceeding with the R&D work for a Category-II/III LAAS prototype by 2010 and a regulatory approval for a Category-II/III LAAS by 2012.

**Status:** Awaiting Agency approval of what FAA's responsibilities should be regarding provision of Category (CAT) II/III precision approach service. Approval may involve determining whether or not to continue with Ground-Based Augmentation System (GBAS) technologies to support CAT II/III operations. Approval may also involve decisions with the aviation community, including definitions of the standard services provided by FAA, of the public-use special services, and of the nonpublic services provide by the airport operator/user. Furthermore, the potential value of LAAS would be to reduce FAA costs by allowing for more divestiture of ILS units and for the expansion of CAT II/III services to more airports that may need the support of a feasibility decision of CAT II/III LAAS. If CAT II/III Instrument Landing Systems (ILS) are not divested, they will require sustainment/replacement. The status will stay yellow until receipt of Agency approval. No update from the agency yet.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [25] \*Completed\* Investment Decision to baseline NEXRAD and fund science evolution on NEXRAD, including Dual Pol (*Weather*)

**G** **Target CY Date:** 2008 Q4  
**Target FY Date:** FY09 Q1  
**Actual Date:** 01-Aug-2008

This decision is to fund science (algorithm development) to exploit dual polarization (DP) capability of the Next Generation Weather Radar (NEXRAD) sometimes denoted as Model WSR-88D.

**Status:** Status Green: The investment decision for NEXRAD is in actuality a Baseline Investment Decision to fund new algorithm development to detect weather hazards more effectively. Product Team completed a requirements document (fRD) that is undergoing signature process and a draft ISP for which review comments are being worked into final draft. They've been approved for a tailored JRC for a Final Investment Decision in Aug/Sep 2008 timeframe.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [26] EC Strategy Decision to outsource existing ASOS maintenance contract [with NWS] (*Weather*)

**G** **Target CY Date:** 2008 Q4  
**Target FY Date:** FY09 Q1

Preliminary activity underway (i.e., market survey) conducted to determine if outsourcing the maintenance [O&M costs] of Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), Automated Weather Sensor System (AWSS), and Standalone Weather Sensor (SAWS) is cost effective. RFI likely issued soon

**Status:** OES issues an RFI to vendors regarding taking on ASOS. They are evaluating responses now and will amend their BCA after working out the comment/issues with ATO-T; then they will go to the EC regarding the decision to rebaseline.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [27] \*Replaced\* Investment Decision for ITWS (*Weather*)

**G** **Target CY Date:** 2008  
**Target FY Date:** FY08 Q2 - FY09 Q1

This entails an Investment Decision for an Integrated Terminal Weather System (ITWS) Technological Refresh in the 2007-2012 timeframe, fielding of remaining 12 systems, and new NAS requirements.

**Status:** Archived

**Replaced By:** [142] Final Investment Decision for ITWS to add 12 systems & provide Wx support (remote displays) to 25 satellite/reliever airports

[144] Final Investment Decision to Tech Refresh ITWS systems (includes improved data quality, upgraded TWINDS & path-based wind shear), or transfer all functionality (TWINDS & path-based wind shear) to NWP WP1 or NWP WP2

**Impacts NextGen:** Yes


# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [28] \*Completed\* NextGen. Equipage Strategy (Aircraft)

 **Target CY Date: 2008 Q2**  
**Target FY Date: FY08 Q3**  
**Actual Date: 30-Jun-2008**

Develop Next Generation Air Transportation System (NextGen) Equipage Strategy consisting of avionics packages and installation timelines to support a comprehensive and coordinated equipage effort based on operations and airspace access. The strategy may consist of rulemaking, incentives and/or voluntary equipage schema. Equipage may include ADS-B (in), GNSS, Beacon Transponder, TCAS, TAWS, navigation requirements, Data link, Weather Sensors (temp, wind, humidity, turbulence, icing, and wake), and TIS-B/FIS-B.

**Status:** Comments from the NextGen Review Board were incorporated. The document was finalized on June 30. Approved by JRC on July 25, 2008

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data (Air / Ground)

 **Target CY Date: 2009 Q1**  
**Target FY Date: FY09 Q2**

En Route Automation Modernization (ERAM) mid-term work package will address System Wide Information Management (SWIM) Air (Segment 3) needs to support Data Communications and trajectory-based operations (TBO).

**Status:** Data requirements have not been defined at this time. There will be a discussion with CSE regarding the role AVS shall take in the ERAM mid-term work package team. No update at this time.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [30] Approve migration of ARMT, DFM and TMA Tower displays to TFDM and/or TFMS WP 2 (Automation)

**Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

This decision is to approve migration of Airport Resource Management Tool (ARMT), Departure Flow Management (DFM), and Traffic Management Advisor (TMA) Tower displays to Tower Flight Data Manager (TFDM) and/or TFMS Work Package (WP) 2.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:05

## [31] Final Investment Decision for Post ERAM R3 Work Package (Automation)

**Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

An investment decision is needed to proceed with the Post ERAM R3 work package encompassing requirements for En Route objectives supporting early NextGen.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [32] NextGen Staff Tower initial investment decision (Automation)

**Target CY Date: 2011**  
**Target FY Date: FY11 Q2 - FY12 Q1**

Automation will be required to support the goal of staffing Next Generation Air Traffic Control System towers


**Status:** Included in the "TBD JRC Subordinate Board/JRC Listing" in the JRC Readiness Review Meeting Minutes, 18 October 2007, p. 7.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [33] Investment pursuit decision for Security Integrated Tool Set (SITS) Air Domain Security alternative architectures (Automation)

 **Target CY Date: 2011 Q1**  
**Target FY Date: FY11 Q2**

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

Identify and plan integration of the specific applications along with the future for the prototype activities. Identify the mission requirements and proper allocation across the applications. Candidate applications include; Airspace Access, Special Use Airspace (MADE), TFR Builder, Flight Object attributes, and Skywatch.

**Status:** "They presently in the early stages of the CRD phase of the program. Working date for IARD is 31 Mar 09. Entirely dependent on the availability of NextGen funding.

Program is building the EA Products. "

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:05

## [34] Approve Terminal Voice Switch Bridge Contract (*Communications*)

 **Target CY Date: 2009 Q3**  
**Target FY Date: FY09 Q4**

Ensures short term availability of Terminal Voice Swithes prior to NVS. May be enacted through extension of IVSR contract

**Status:** The Voice Switch Program in under the assumption that a JRC decision is not required for extending the IVSR contract for two years. TVSR maybe removed from the JRC watch-list. The Voice Switch Program is currently researching this issue. They are still researching the issue and have no updates at this time. Status is being researched.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

## [35] \*Completed\* Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment. (*Communications*)

 **Target CY Date: 2008 Q3**  
**Target FY Date: FY08 Q4**  
**Actual Date: 25-Jul-2008**

Ensures synchronized Government and User investments to provide data communications capabilities to support NextGen.

**Status:** COMPLETE. Equipage Strategy Plan reviewed by AVS, and signed by Director, ATC Communications Services. Plan forwarded to NextGen Integration and Implementation office for use in the NextGen equipage plan. Approved by JRC on July 25, 2008

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

## [36] Decision for migration of PRM to PRM-A, based on multilateration (*Surveillance*)

**Target CY Date: 2011**  
**Target FY Date: FY11 Q2 - FY12 Q1**

Since Precision Runway Monitor (PRM) systems are relatively expensive to procure and maintain multilateration (MLAT) technology is being looked at as an alternative. This is the first step toward the decision for migration of PRM to PRM-Alternate (PRM-A), based on multilateration technology. For FY 2008, funding was requested to support parallel runway operations at Detroit International Airport (KDTW) using a MLAT sensor with PRM capability. This funding will be utilized: to complete the design, testing, and commissioning of the KDTW system and to complete the construction, infrastructure support, and installation for the MLAT system at KDTW. The funding was approved with a combined JRC 2A and 2B decision by the ATO EC on/about 30 May 2007 for NAS CIP Project S08.01-01 Precision Runway Monitor (PRM)-Multilateration Technology.

**Status:** The first phase of testing PRM-A at an airport (KDTW) has been started.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

## [37] Investment Decision on wind shear detection services capability with Tech Refresh/SLEP (to address wind shear study and technologies) (*Weather*)

 **Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**  
**Actual Date: 09-Jan-2009**

Tech Refresh to extend service life of various NAS wind shear systems, LLWAS, TDWR, and WSP by conducting a study looking at cost benefit of maintaining status quo (sustain) as well as new technologies.



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** "ATO-T Wx broadened scope of this DP to include a Tech Refresh of all LLWAS configurations (LLWAS-2, LLWAS-RS & LLWAS-NE, WME) as well as new technology for a LIDAR as an alternative to LLWAS integration w/TDWR at new, dry climate airports that may qualify for wind shear service. FY08 activities to support business case development for FY09 Final Investment decision include 1) RPD for FY10 Wind Shear detection services, 2) Diminishing Mfr's Supply study for LLWAS, and 3) Update of the 1994/95 Integrated Wind Shear Study.

Status is unchanged. "

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

**[38] Executive Level Decision to transition WMSCR Comms functionality to web access via SWIM Seg 3 & ADAS Comms functionality to NNEW WP2 (Weather)**

**Target CY Date:** 2011  
**Target FY Date:** FY11 Q2 - FY12 Q1

Communications functionality of AWOS Data Acquisition System (ADAS) and the Weather Message Switching Center Replacement (WMSCR) system are candidates for inclusion into the System Wide Information Management (SWIM) program after Segment 1. AWOS stands for the Automated Weather Observing System.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

**[39] Executive Level Decision to Deploy End State JAWS (Weather)**

**Target CY Date:** 2008 Q4  
**Target FY Date:** FY09 Q1

Deploy operational End-State Juneau Airport Wind System (JAWS) in Alaska.

**Status:** NCAR refining JAWS algorithm while ATO-T Wx validates alternatives. JAWS Program Office will likely recommend to ATO-T VP to proceed with full Wind information and Turbulence alerting service for Juneau airport after acceptable test results in summer/fall 2008 and after having obtained favorable EC/JRC Investment Decision is scheduled for November '08; paper work for JRC RR process is done; in process of scheduling financial reviews.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

**[40] Final Investment Decision to acquire & deploy initial Wake Turbulence (WT) capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR) (Weather)**

**Target CY Date:** 2009 Q2  
**Target FY Date:** FY09 Q3

Begins the process of reducing aircraft separation during take offs on CSPR Runways to mitigate decreased airport acceptance rates (AAR) due to increased separation for trailing aircraft from large aircraft. Called Wake Turbulence Mitigation for Departure (WTMD).

**Status:** Wake Turbulence Team had a successful IARD that was completed on March 4th. During that meeting they were also approved for tailoring into a combined IID/FID. Wake Team has begun work on EA products and is scheduled for an FID in 2009 Q3.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

**[41] Initial Investment Decision (IID) for NextGen Facilities (Facilities)**

**Target CY Date:** 2010 Q2  
**Target FY Date:** FY10 Q3

Approve initial investment decision for NextGen Facilities.

**Status:** This DP remains Yellow and will slip to May 2010 (FY10 Q3). DP 41 is dependent on DP 15. For the FY09 Roadmap, DP 41 will be renamed Initial Investment Decision (IID) Approval, for the transition from candidate ARTCCs and/or TRACONS to the first set of NextGen Facilities. The date will be rebaselined to FY10 Q3 (Green) for the 2009 Facilities Roadmap.


**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

[42] **\*Replaced\* Decision to mandate weather sensor (MDCRS/TAMDAR) equipage on aircraft (Jetliners first, then Taxi/Commuter, small aircraft later) [NAS EA Roadmap (Wx)] (Aircraft)**  **Target CY Date: 2009**  
**Target FY Date: FY09 Q2 - FY10 Q1**

This is in concert with the Next Generation Air Transportation System (NextGen) concept of avionics performance dictates in which airspace it can be used. Weather sensors include Meteorological Data Collection and Reporting System (MDCRS) and Tropospheric Airborne Meteorological Data Report (TAMDAR).


**Status:** 48 is to be archived in version 2.0 and is combined with Decision 28.

**Replaced By:** *Replacements could not be located!*

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

[43] **Concurrence on ERAM Release 3 package contents (Automation)**  **Target CY Date: 2009 Q2**  
**Target FY Date: FY09 Q3**

Obtain concurrence on planned build content for ERAM Release

**Status:** This decision is green dependent on the completion of decision point #1. However because DP 1 has been shifted past its anticipated date DP43 will also be shifted in the upcoming roadmap review cycle.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

[44] **Time Based Flow Management (TBFM)/Integrated Enterprise Solution (IES) initial investment decision (Automation)** **Target CY Date: 2012**  
**Target FY Date: FY12 Q2 - FY13 Q1**

TBFM is to be enhanced with greater integration with TFM and ATC capabilities.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

[45] **Terminal Automation Modernization and Replace (TAMR) Phase 3 Initial Investment Decision (Automation)**  **Target CY Date: 2009 Q3**  
**Target FY Date: FY09 Q4**

TAMR Phase 3 business case development for an IID, including identification of performance gaps and alternatives to address gaps, with preliminary cost, schedule and benefit estimates for alternatives.

**Status:** "TAMR Phase 3 is developing alternative solutions in support of a FY 2009 JRC II Decision.

TAMR 2 was JRC was recinded and will be adjusted using a BMN.

TAMR Phase 1 JRC was recinded and will be adjusted using a BMN. Updated."

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

[46] **Approve Tower Flight Data Manager 2 final investment (Automation)** **Target CY Date: 2012**  
**Target FY Date: FY12 Q2 - FY13 Q1**


Consolidate several Terminal flight data processor functions (EFSTS, SMA, ARMT, FDIO, etc.) into one Terminal Flight Data Manager and limited Decision Support Tools (DST)

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

[47] **Approve Final Investment Decision for NAS Voice Switch (Communications)**  **Target CY Date: 2012**  
**Target FY Date: FY12 Q2 - FY13 Q1**

Provides air/ground and ground/ground voice communications services for controllers, at new and existing facilities, including GSDFs, ARTCCs, TRACONs and Towers.

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** The Initial Investment Decision (IID) is planned for June of 2010 and the Final Investment Decision (FID) is planned for January 2012.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

## [48] Investment Decision to fund FAA portion of NextGen 4-D weather cube (*Weather*)

 **Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

This Investment Decision is to fund the FAA portion of the 4-D Wx Cube

**Status:** JPDO Strategy document indicates that initial stages of 4D Wx DB (called the 4-D Wx Cube) to "stand up" around 2011 or so. Func'l Wx Req'm'ts completed; Performance Wx Req'm'ts underway and will support 'business case' for NNEW/RWI team.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

## [49] Investment Decision to obtain Total Lightning data (*Weather*)

 **Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

Acquiring of Total Lightning data adds cloud lightning data (only ground strokes currently provided to ASOS, AWOS & AWSS). Earlier detection of thunder-storm activity in vicinity provided via cloud lightning for ATC and airport ramp operators (e.g., refueling Ops, etc).

**Status:** Wx Functional Req'm'ts analysis completed; awaiting agency review. Wx Performance Req'm'ts work just underway; will provide better definition of NG lightning Req'm'ts by late '08.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

## [50] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 1st Set of NextGen Facilities (*Facilities*)

**Target CY Date: 2011 Q2**  
**Target FY Date: FY11 Q3**

Analyses to support EC/JRC decision Final Investment Decision (2B) for the first NextGen Facilities segment. Include information on 80% design and location.

**Status:** No information available.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:06

## [51] \*Replaced\* Final Decision published for Rulemaking of new air/ground comm. System (DATACOM) [NAS EA Roadmap (Comm)] (*Aircraft*)

**Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

This assumes that the transition to a new air/ground comm system will require rulemaking to force users to equip in order to make the business case cost beneficial. If so, it is expected that a decision on the rule and the issuance of the final rule will need to take place in this timeframe.

**Status:** NONE

**Replaced By:** [28] NextGen. Equipage Strategy

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:06

## [52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT (*Surveillance*)

**Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

Rulemaking to support mid and long-term ADS-B applications (final rule) for A-G and advanced applications.

**Status:** RTCA DO-260A has been approved, but TSO-C166A has been put on hold (Not sure if standard is sufficient to meet mid and long-term application and operations). Changes to Do-260A have been incorporated and submitted to RTCA PMC. If PMC approved then TSO-C-166A will be released.

**Impacts NextGen:** Yes

**Critical:** No


# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Last Update:** 30-Jan-2009 at 10:12:06

<b>[53] Agency policy published on Navigation future configuration to be GNSS-based (Aircraft)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Agency decision for GNSS-based, removal of certain GA VOR requirement.	
<b>Status:</b> NONE	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:06	

<b>[54] Decision to develop avionics policy and standards for Enhanced Aircraft Flight Management Systems to support 4D super density operations. (DP 171. DP 172 must be completed) (Aircraft)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Determine FMS needs for 4D superdensity operations.	
<b>Status:</b> NONE	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:07	

<b>[55] Assess common front end display components for Radar Display (i.e., R-side) monitor (Automation)</b>	 <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b>
Decision to purchase the same radar console for multiple systems, in lieu of independent technical refreshes. Initiate RDT&E assessment of common ATC front end display components.	
<b>Status:</b> Analysis to define requirements is on going. No updates regarding requirements. Activity is still on going.	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:07	

<b>[56] *Replaced* Approve En Route Automation Release 4 package contents (Automation)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
NONE	
<b>Status:</b> NONE	
<b>Replaced By:</b> <i>Replacements could not be located!</i>	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:07	

<b>[57] TBFM/IES final investment decision (Automation)</b>	<b>Target CY Date: 2013</b> <b>Target FY Date: FY13 Q2 - FY14 Q1</b>
TBFM is to be enhanced with greater integration with TFM and ATC capabilities.	
<b>Status:</b> NONE	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:07	

<b>[58] Staffed NextGenTower final investment decision (Automation)</b>	<b>Target CY Date: 2013</b> <b>Target FY Date: FY13 Q2 - FY14 Q1</b>
Automation will be required to support the goal of staffing Next Generation Air Traffic Control System towers	
<b>Status:</b> NONE	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:07	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

[59] Evaluate SWIM Air Capability (*Air / Ground*)  **Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

Provides access of information to commercial providers through SWIM mechanisms for distribution to aircraft. Decision closely connected to NextGen Network Enabled Weather (NNEW) decision. Could also enable future Oceanic data links.

**Status:** No JRC activities required for SWIM Airborne Segments. According to research, the IOC for SWIM Air Segments is during 2015. Standards identification and program planning continues.

This decision is to evaluate SWIM Airborne Segment not an approval. The upcoming roadmap review will make that change from "approve" to "evaluate".

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[60] Final Investment Decision for TDWR SLEP 2 (*Weather*)  **Target CY Date: 2012**  
**Target FY Date: FY12 Q2 - FY13 Q1**  
**Actual Date: 09-Jan-2009**


This decision is to fund a 2nd SLEP (TDWR SLEP 2) to sustain the TDWR

**Status:** TBD

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR) (*Weather*)  **Target CY Date: 2013**  
**Target FY Date: FY13 Q2 - FY14 Q1**

This initial capability entails a procurement package & program baseline to determine when to allow dependent ILS approaches for all aircraft pairs on Closely Spaced Parallel Runways (CSPR)

**Status:** Activity to start after JRC decision, airport environment and runways analyzed, and systems in place plus certification, training & procedures in place

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[62] Investment Decision to SLEP (or replace) F-420 wind sensor/display (*Weather*)  **Target CY Date: 2009 Q2**  
**Target FY Date: FY09 Q3**

F-420's encountering supportability problems

**Status:** "There is no formal discussion regarding the replacement of the F-420's yet. However, outcome of DP 26 (outsourcing ASOS maintenance) would likely determine if FAA to replace, sustain or no longer continue maintaining F-420s. DP 26 activity is still on going and status will stay green until further update.

Status is unchanged. "

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[63] Investment Decision to SLEP (or replace) DASI (*Weather*)  **Target CY Date: 2009 Q2**  
**Target FY Date: FY09 Q3**

DASI encountering supportability problems

**Status:** "There is no formal discussion regarding the replacement of the DASI. However, outcome of DP 26 (outsourcing ASOS maintenance) would likely determine if FAA to Replace, Sustain or no longer continue maintaining DASIs. DP 26 activity is still on going and status will stay green until further update.

Status is unchanged. "

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

[64] **\*Deleted\* Approve En Route Automation Release 5 package contents (Automation)** *Target CY Date: 2012*  
*Target FY Date: FY12 Q2 - FY13 Q1*

NONE

**Status:** NONE

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 08-Sep-2008 at 16:05:47

[65] **Final Investment Decision of common Information Display Systems (IDS) capability in EnRoute and Terminal (Automation)** *Target CY Date: 2012*  
*Target FY Date: FY12 Q2 - FY13 Q1*

Plan for procurement or development of a common display for IDS in Terminal and EnRoute.

**Status:** IDS Replacement (DP21) project is coordinating requirements with ERIDS to determine feasibility of meeting both Terminal and En Route information display needs.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[66] **\*Deleted\* Executive approval to integrate DOTS+ functionality into TFMS WP2 (Automation)** *Target CY Date: 2012*  
*Target FY Date: FY12 Q2 - FY13 Q1*

DOTS+ uses weather (e.g., winds aloft, etc.) and alternative routes to recommend changes in international flight plans. DOTS+ is currently installed at Oceanic and Command Center facilities, and the DOTS+ algorithms potentially could be integrated into TFMS.

**Status:** NONE

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 22-Aug-2008 at 10:52:14

[67] **Approval of offshore implementation long term plan (Automation)** *Target CY Date: 2010*  
*Target FY Date: FY10 Q2 - FY11 Q1*

CERAP automation systems are reaching EOSL and require replacement of the both the FDP and SDP processors. Both ATOP and ERAM represent candidate replacements as they contain both FDP and SDP capabilities.

**Status:** OFDPS is currently being replaced with FDP2K, after which the Anchorage and CERAP configurations will be identical (FDP2K and MEARTS). Therefore, CERAP automation replacement is applicable to Anchorage automation (non-ATOP) as well.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[68] **Decision to support NASE integration with AIM (Automation)** *Target CY Date: 2012*  
*Target FY Date: FY12 Q2 - FY13 Q1*

Continuing on the AIM Modernization and Consolidation efforts

**Status:** NONE

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

[69] **Begin ILS CAT I drawdown - limited backup at OEP airports (Navigation)** *Target CY Date: 2012*  
*Target FY Date: FY12 Q2 - FY13 Q1*

The strategy is to support CAT I precision approach capability from space using GPS/WAAS. Based on that, we need to decide when and how to begin drawing down ILSs that we no longer need. The drawdown could take the form of decommissioning or divestment. Rulemaking may be required.

**Status:** Work on WAAS LPV approaches is ongoing. ATO-W and the NEWG anticipate developing a more detailed analysis of ILS divestment by 2008.

**Impacts NextGen:** No

**Critical:** No



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Last Update:** 30-Jan-2009 at 10:12:07

## [70] Acquisition Decision on Federal Procurement of CAT II/III GBAS (*Navigation*)

**Target CY Date:** 2012 Q4

**Target FY Date:** FY13 Q1

This issue is what FAA's responsibilities should be regarding the provision of Category (CAT) II and CAT III precision approach services. The FAA's GBAS system is called the Local Area Augmentation System (LAAS). Development work for CAT II and III GBAS-based services should be completed in 2012. The decision whether there will be a federal procurement of the LAAS will be made at that time.

**Status:** Future Work

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:07

## [71] \*Deleted\* Investment Decision to transfer remaining ALDARS functionality to WMSCR or H/W Tech Refresh for ALDARS (*Weather*)

**Target CY Date:** 2012

**Target FY Date:** FY12 Q2 - FY13 Q1

ADAS TR needed to sustain its processing functionality after SWIM subsumes its Comms functionality

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 13-Oct-2008 at 11:41:15

## [72] Investment Decision for ASR-WSP Tech Refresh (*Weather*)

**Target CY Date:** 2010

**Target FY Date:** FY10 Q2 - FY11 Q1

**Actual Date:** 09-Jan-2009

This would be a Phase 2 TR for WSP

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:07

## [73] \*Deleted\* Approve En Route Automation Release 6 package contents (*Automation*)

**Target CY Date:** 2013

**Target FY Date:** FY13 Q2 - FY14 Q1

TO BE DELETED

**Status:** TO BE DELETED

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 22-Aug-2008 at 11:05:56

## [74] Approve FTI Re-Compete Decision (*Communications*)

**Target CY Date:** 2013

**Target FY Date:** FY13 Q2 - FY14 Q1

Mandatory re-compete of the FAA Teleco services contract

**Status:** Make a decision to determine if ASTI and FTI-2 will be a combined contract.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:07

## [75] Approve En Route Automation NextGen Mid-Term Workpackage initial investment (*Automation*)

**Target CY Date:** 2014

**Target FY Date:** FY14 Q2 - FY15 Q1

Business case and requirements developed for an En Route automation IID including identification of performance gaps and alternatives to address gaps, with preliminary cost, schedule and benefit estimates for alternatives.

**Status:** NONE

**Impacts NextGen:** Yes

**Critical:** Yes

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

Last Update: 30-Jan-2009 at 10:12:07

[76] Decision for removal or SLEP/replace of ASDE surface primary radars, evolving requirements for safety and security may impact decision (*Surveillance*) Target CY Date: 2014 Q4  
Target FY Date: FY15 Q1

Airport Surface Detection Equipment (ASDE) primary radars have significant technical shortcomings and are costly to maintain. Replacement with multilateration (MLAT) in combination with Automatic Dependent Surveillance-Broadcast (ADS-B) is being investigated.

Status: Decision to expand pending decision on ADS-B and multilateration replacing surface radars.

Impacts NextGen: Yes

Critical: No

Last Update: 30-Jan-2009 at 10:12:07

[77] JRC IID Decision to implement the NEXTGEN primary radar systems which includes weather surveillance (*Surveillance*) Target CY Date: 2014  
Target FY Date: FY14 Q2 - FY15 Q1  
Actual Date: 09-Jan-2009

Decision on implementing the Next Generation primary radar systems for en route and terminal areas, which includes weather surveillance. This decision is dependent on the decision for the ADS-B backup strategy and air traffic surveillance security and weather requirements.

Status: None.

Impacts NextGen: No

Critical: No

Last Update: 30-Jan-2009 at 10:12:08

[78] JRC IID Decision to implement the Next Generation Air Transportation System (NextGen) En Route and Terminal beacon radar systems and whether to delay a decision to implement the NextGen En Route and Terminal beacon radar systems to coincide with DP #77. (*Surveillance*) Target CY Date: 2011  
Target FY Date: FY11 Q2 - FY12 Q1


Decision on implementing the Next Generation beacon systems for en route and terminal areas. This implementation will be impacted by the decision on the ADS-B backup strategy and beacon surveillance requirements after an ADS-B rule takes effect.

Status: Air Traffic Control Beacon Interrogator Model 4 (ATCBI-4) is to be replaced; plans to sustain ATCBI-5 and Mode S pending decision on sustainment.

Impacts NextGen: Yes

Critical: No

Last Update: 30-Jan-2009 at 10:12:08

[79] \*Completed\* Investment Analysis Readiness Decision (IARD) for NextGen Wx Processor WP1 and NNEW WP1 to enter IA (*Weather*)  Target CY Date: 2008 Q4  
Target FY Date: FY09 Q1  
Actual Date: 30-Sep-2008

First of several Investment Decisions leading up to implementation of the NextGen Wx Processor Work Package 1 (WP1)

Status: COMPLETED. Documentation required for the Concept and Requirement Definition (CRD) process and the Investment Analysis Readiness Decision (IARD) has been completed, signed and delivered to the Joint Resources Council (JRC) Secretariat.

Impacts NextGen: Yes

Critical: Yes

Last Update: 30-Jan-2009 at 10:12:08

[80] \*Deleted\* Decision supporting AIM integration (*Automation*) Target CY Date: 2015  
Target FY Date: FY15 Q2 - FY16 Q1

Continuing on the AIM Modernization and Consolidation efforts

Status: No Status

Impacts NextGen: Yes

Critical: No

Last Update: 23-Sep-2008 at 15:16:09

[81] VOR decision on complete drawdown (*Navigation*) Target CY Date: 2015  
Target FY Date: FY15 Q2 - FY16 Q1

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41


Based on the initial drawdown decision and the continued evolution toward a GNSS-based navigation infrastructure, decide whether we should completely remove VORs from the inventory. <b>Status:</b> Future Work <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:08
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<b>[82] Investment Decision for NextGen Wx Processor WP2 to accept enhanced Aircraft Obs (Turbulence &amp; Humidity ) (Weather)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Enhanced MDCRS data to include new parameters for humidity & turbulence <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:08	

<b>[83] Approve transition to NextGen Far Term automation platforms and display subsystem through convergence initial investment (Automation)</b>	<b>Target CY Date: 2017</b> <b>Target FY Date: FY17 Q2 - FY18 Q1</b>
Reduce the number and types of automation systems and displays in the NAS by integrating functionalities. <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:08	

<b>[84] Decision to 1) decommission all ground-based wind shear capability (TDWR, ASR-WSP &amp; LLWAS) but replace TDWR w/less expensive Wx radar and SLEP ASR-9/11 Wx Channel; or 2) SLEP ground-based wind shear except replace LLWAS w/LIDAR for dry MB Detect &amp; SLEP NE (Weather)</b>	<b>Target CY Date: 2016</b> <b>Target FY Date: FY16 Q2 - FY17 Q1</b>
Decision to 1) decommission all ground-based wind shear capability (TDWR, ASR-WSP & LLWAS) but replace TDWR w/less expensive Wx radar and SLEP ASR-9/11 Wx Channel; or 2) SLEP ground-based wind shear except replace LLWAS w/LIDAR for dry MB Detect & SLEP NEXRAD, or 3) Replace Terminal Wx Surveillance, Wind Shear capability & NEXRAD with NextGen Wx Surveillance capability  Decision based on systems engineering study & evaluation to determine if ground-based wind shear systems still needed in NextGen era; possibly replace TDWR less expensive <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:08	

<b>[85] If Decision Point 141 is to "not outsource", then Investment Decision needed to consolidate &amp; replace automated surface observing systems (Weather)</b>	<b>Target CY Date: 2014</b> <b>Target FY Date: FY14 Q2 - FY15 Q1</b>
Decision to consolidate functionality of ASOS, AWOS, AWSS & SAWS into single system that is to be obtained and implemented <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:08	

<b>[86] Investment Decision JRC-2A for NextGen Wx Processor WP1 (includes baseline CIWS functionality, NG WARP functionality &amp; NNEW WP1 functionality (includes WARP WINS &amp; FBWTG)) (Weather)</b>	 <b>Target CY Date: 2010 Q3</b> <b>Target FY Date: FY10 Q4</b>
This will involve JRC-2A activity to incorporate the functionality of WARP and the functionality to ingest surface-based observing data that is needed.	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** "This decision is dependent on DP #79. DP #79 is working an aggressive schedule and hopes to get to anticipated IID in 2009. Will continue status as ""green"" until update reflects otherwise. NextGen Weather Processor WP 1 is on the JRC readiness review minutes.

Status is unchanged. "

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:08

**[87] Investment Decision to add WTMSR (WT Mitigation for Single Runway) decision support capability (Weather)** **Target CY Date: 2016**  
**Target FY Date: FY16 Q2 - FY17 Q1**

This capability allows reduced WT spacing for aircraft directly following another aircraft (during arrivals/departures) with CSP Runways

**Status:** Activity to start after JRC decision, airport environment and runways analyzed, and systems in place plus certification, training & procedures in place

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:08

**[88] Investment Decision to move ADAS/ALDARS functionality to NWP WP2 (Weather)** **Target CY Date: 2017**  
**Target FY Date: FY17 Q2 - FY18 Q1**

With this decision, all ADAS functionality would be completely subsumed [including lightning processing] into NWP WP2

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:08

**[89] Final Investment Decision for NextGen Wx Processor WP1 (Weather)** **Target CY Date: 2011 Q3**  
**Target FY Date: FY11 Q4**

This will involve more rigorous analysis activity for JRC-2B to for NextGen Wx Processor WP1 to describe necessary functions/requirements for the NextGen Wx Processor WP1

**Status:** No Status

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:08

**[90] \*Replaced\* Approve ARTS IIE system migration to either ARTS IIIIE and/or STARS final investment (Automation)** **Target CY Date: 2018**  
**Target FY Date: FY18 Q2 - FY19 Q1**

Maximize efficiency by integrating functionalities and reducing the types of automation systems in the NAS.

**Status:** NONE

**Replaced By:** [106] ARTS 1E/IIE: Investment decision to sustain & upgrade hardware and software until full migration is completed

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:08

**[91] \*Replaced\* Investment Decision to SLEP following: 1) Wind Shear systems, 2) ASR-9/11 Wx Channel and 3) NEXRAD; or replace them with a NextGen Wx Surveillance Capability (Weather)** **Target CY Date: 2018**  
**Target FY Date: FY18 Q2 - FY19 Q1**

Decision to SLEP ground-based wind shear systems, ASR-9 Wx Channel as well as NEXRAD Network -- if still warranted -- or replace them with cost-effective weather radars


**Status:** No Status

**Replaced By:** [84] Decision to 1) decommission all ground-based wind shear capability (TDWR, ASR-WSP & LLWAS) but replace TDWR w/less expensive Wx radar and SLEP ASR-9/11 Wx Channel; or 2) SLEP ground-based wind shear except replace LLWAS w/LIDAR for dry MB Detect & SLEP NE

**Impacts NextGen:** Yes

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:08	
<b>[92] *Replaced* Investment Decision for NEXRAD - SLEP or replacement (<i>Weather</i>)</b>	<b>Target CY Date:</b> 2018 <b>Target FY Date:</b> FY18 Q2 - FY19 Q1
Decision to extend (or replace) NEXRAD Wx surveillance radar network <b>Status:</b> TBD <b>Replaced By:</b> [91] Investment Decision to SLEP following: 1) Wind Shear systems, 2) ASR-9/11 Wx Channel and 3) NEXRAD; or replace them with a NextGen Wx Surveillance Capability <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:08	
<b>[93] Rulemaking decision for equipage of Weather Sensors and Wake Turbulence implementation (<i>Aircraft</i>)</b>	<b>Target CY Date:</b> 2018 <b>Target FY Date:</b> FY18 Q2 - FY19 Q1
This capability allows aircrew to "visualize" in all Wx conditions the WT hazard zones associated with adjacent and approaching aircraft and to self separate from that hazard zone. <b>Status:</b> Research starts in 2008 <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:09	
<b>[94] Decision on complete ILS CAT I drawdown (<i>Navigation</i>)</b>	<b>Target CY Date:</b> 2020 <b>Target FY Date:</b> FY20 Q2 - FY21 Q1
Based on the initial drawdown decision and the continued evolution toward a GNSS-based navigation infrastructure, decide whether we should completely remove ILS from the inventory. <b>Status:</b> Future Work <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:09	
<b>[95] Decision for replacement of terminal primary radars (ASR-11 PSR) and removal of terminal beacons (ASR-11 MSSR) (<i>Surveillance</i>)</b>	<b>Target CY Date:</b> 2024 Q2 <b>Target FY Date:</b> FY24 Q3
A decision will be made as to replacement of ASR-11 system primary and secondary radar components with a New Primary Radar system if an earlier decision is made to procure a New Primary or NextGen radar system. Future aviation security and ADS-B Backup Strategies will impact this decision. <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:09	
<b>[96] Decision for replacement of en route beacons (ATCBI-6) (<i>Surveillance</i>)</b>	<b>Target CY Date:</b> 2024 <b>Target FY Date:</b> FY24 Q2 - FY25 Q1
Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. A SLEP will be required for the ASR-9. <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:09	
<b>[97] Decision for legacy radar (ASR-9) Service Life Extension Program (SLEP) through 2027 (<i>Surveillance</i>)</b>	 <b>Target CY Date:</b> 2009 Q1 <b>Target FY Date:</b> FY09 Q2
Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. A SLEP will be required for the ASR-9.	

# Roadmap Decisions - All Decisions (Basic)


Generated: 12-Feb-2009 at 19:58:41

**Status:** The ASR-9 SLEP Phase 2 is scheduled for a JRC/EC IID in February 2009 and FID projected by September 2009. AMS tailoring allowed waiver of the IARD to proceed into the Initial Analysis process and pursue an initial investment decision which has been delegated to the ATO EC by the JRC. The JRC Program is on schedule per new JRC dates. Initial Requirements and Safety Risk Management have been completed. Program requirements are approved. The program is continuing to work on the business case development. AV-1 is in ATO-P review.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[98] **Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025 (Surveillance)**  **Target CY Date: 2009 Q3**  
**Target FY Date: FY09 Q4**

This SLEP is required to sustain the ASR-8 until 2025 or until a decision is made to replace the ASR-8 with a New Primary Radar. Based on the ADS-B backup strategy all terminal radar systems will be retained.

**Status:** The ASR-8 SLEP is rescheduled for a JRC IID in 2009 Q3. No change in status.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[99] **\*Completed\* Decision for ASR-11 Technology Refresh Segment 1 Final Investment Decision (Surveillance)**  **Target CY Date: 2008 Q2**  
**Target FY Date: FY08 Q3**  
**Actual Date: 01-Oct-2008**

Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. The ASR-11 will require a technology refresh.


**Status:** Completed; approved by the JRC in October 2008.

The Program is awaiting ATO-P review of the Architectural Impact Assessment and Final Requirements Document and in providing financial data to ATO-F. The ASR-11 Technology Refresh is on schedule for a JRC FID in March 2008. ASR-11 the investment document is in review. Target for JRC moved to June 2008.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[100] **Decision for legacy beacon (Mode S) SLEP through 2025 (Surveillance)**  **Target CY Date: 2009 Q3**  
**Target FY Date: FY09 Q4**


Based on the ADS-B backup strategy, limited secondary and all terminal radar systems will be retained. A SLEP will be required for the Mode S.

**Status:** ATO-P has started AV-1 development. SLEP alternatives are not mature at this time. The Mode S SLEP is scheduled for JRC IID in February 2009; will be delayed to CY 2009 Q3 with the 2009 Roadmap.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[101] **\*Completed\* Decision for acquisition of (JRC 2a decision) of RWSL systems (Surveillance)**  **Target CY Date: 2007 Q4**  
**Target FY Date: FY08 Q1**  
**Actual Date: 29-Nov-2007**


JRC decision on acquisition and deployment for the RWSL systems.

**Status:** Complete

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[102] **Decision on Implementing IP including ASTERIX data format for surface, terminal, and en route radar systems (Surveillance)**  **Target CY Date: 2009 Q4**  
**Target FY Date: FY10 Q1**

IP address capability is required at radar facilities to distribute data through SWIM. Modification of the radar site to support IP addressing is required. Decision to include on implementing ASTERIX data format for surface, terminal and en route radar system output. All radar target position data will be reported in "Latitude/Longitude" format.



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<p><b>Status:</b> "This decision will be implemented in Surveillance systems through DPs 97,98,99,100 and status given those 4 are green.</p> <p>Automation system impacts are being reviewed. STARS and SBS programs are negotiating an implementation. "</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:09</p>
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<p><b>[103] Decision for technology refresh of beacons (ATCBI-6) (Surveillance)</b></p>	<p><i>Target CY Date: 2014 Q1</i> <i>Target FY Date: FY14 Q2</i></p>
<p>This decision will determine whether a technology refresh program will be implemented to extend the service life of the ATCBI-6 systems.</p> <p><b>Status:</b> No Status</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:09</p>	

<p><b>[104] JRC FID Decision for replacement of legacy primary radars (ASR-8, ASR-9), based on air traffic safety, security and weather surveillance requirements (Surveillance)</b></p>	<p><i>Target CY Date: 2017</i> <i>Target FY Date: FY17 Q2 - FY18 Q1</i></p>
<p>Primary radars are costly to maintain. However, air traffic control (ATC) requires these systems as a safety backup in high density terminal areas. Weather surveillance requirements relative to the remaining sites are unclear - some of the radars may be able to be removed.</p> <p><b>Status:</b> Program developing business case to provide ASR-8 service life extension and digitized outputs.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:09</p>	


<p><b>[105] JRC FID Decision for limited en route and terminal replacement of legacy beacons (Mode S), and removal of remaining systems (Mode S) (Surveillance)</b></p>	<p><i>Target CY Date: 2014</i> <i>Target FY Date: FY14 Q2 - FY15 Q1</i></p>
<p>Backup surveillance requirements may not be as stringent as for primary means, and so a complete inventory of beacons may not be necessary to provide a backup capability. Also, depending on the outcome of the Automatic Dependent Surveillance-Broadcast (ADS-B) backup analysis, an alternate backup strategy may be implemented, and in this case some beacon systems could be removed once an ADS-B rule takes effect.</p> <p><b>Status:</b> Air Traffic Control Beacon Interrogator Model 4 (ATCBI-4) is to be replaced; plans to sustain ATCBI-5 and Mode S pending decision on sustainment.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:09</p>	

<p><b>[106] *Deleted* ARTS 1E/IIIE: Investment decision to sustain &amp; upgrade hardware and software until full migration is completed (Automation)</b></p>	<p><i>Target CY Date: 2010</i> <i>Target FY Date: FY10 Q2 - FY11 Q1</i></p>
<p>ARTS 1E/IIIE: Investment decision to sustain &amp; upgrade hardware and software until full migration to CARTS IIIIE or STARS is complete</p> <p><b>Status:</b> No Status</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 22-Aug-2008 at 11:31:41</p>	

<p><b>[107] TAMR Phase 3 Final Investment Decision (Automation)</b></p>	<p><i>Target CY Date: 2010</i> <i>Target FY Date: FY10 Q2 - FY11 Q1</i></p>
<p>Completion of business case for a FID including validation and update of cost, schedule and benefits of alternatives.</p> <p><b>Status:</b> No Status</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:09</p>	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

[108] **\*Deleted\* Decision to award a follow on contract for TMA Upgrades Replaced by decision point 195 (Automation)**  **Target CY Date: 2008 Q4**  
**Target FY Date: FY09 Q1**


TMA Point in Space Metering enhancements have been identified to support NextGen and include: TMA scheduling to Dynamic Metering Points with manual input, TMA scheduling to Dynamic Metering Points with automated input; and end-to-end metering.

**Status:** The real problem is the lack of a contract vehicle for near-term enhancements to legacy TMA. TMA project is in the process of being transferred from ATO-E to ATO-R. ATO-R reports there is no way a decision to award a new contract in fy08 as Roadmap now prescribes. The program needs to be authorized, an RFP needs to be generated, source selection completed and then the award can be made. This process is estimated to take 18-24 months. These planned near term enhancements to the legacy TMA system will be required to support key NEXGEN capabilities, and until a new contract vehicle can be awarded, a contract extension is in the works to allow for additional TMA sites and activities in the New York area. RED, with existing contract being extended and new one unlikely until 2009.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 13-Oct-2008 at 08:53:36

[109] **Assessment of common Information Display Systems (IDS) capability in EnRoute and Terminal (Automation)**  **Target CY Date: 2010**  
**Target FY Date: FY10 Q2 - FY11 Q1**

Plan for procurement or development of a common display for IDS in Terminal and EnRoute.

**Status:** ATO-T and ATO-E are just beginning discussions/coordination of IDS capabilities required in both domains. Since ATO-T is expected to receive a final investment decision in the near future for replacement of IDS-4 workstations (DP #21 above), we are working with the ERIDS Program Office to expand the scope of the IDS-4 Replacement contract (not program baseline) to allow for the ordering of additional quantities of IDS workstations should it be determined that the Terminal solution also meets the En Route needs.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[110] **Approve final investment for transition to NextGen automation platforms and display subsystem through convergence (Automation)** **Target CY Date: 2018**  
**Target FY Date: FY18 Q2 - FY19 Q1**

Reduce the number and types of automation systems and displays in the NAS by integrating functionalities.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:09

[111] **Approve requirements for En Route Automation NextGen Workpackage final investment (Automation)** **Target CY Date: 2015**  
**Target FY Date: FY15 Q2 - FY16 Q1**

Approval of business case and requirements for an En Route Automation FID including validation and update of cost, schedule and benefits.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:09

[112] **Assessment for common Terminal and En Route R-side display (e.g., hardware and software) (Automation)** **Target CY Date: 2011**  
**Target FY Date: FY11 Q2 - FY12 Q1**

None

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:09

[113] **Access common Surveillance Data Processing for Terminal and En Route automation (e.g., 3 mile separation, fusion). (Automation)** **Target CY Date: 2011**  
**Target FY Date: FY11 Q2 - FY12 Q1**

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

None
<b>Status:</b> No Status
<b>Impacts NextGen:</b> Yes
<b>Critical:</b> No
<b>Last Update:</b> 30-Jan-2009 at 10:12:09

<b>[114] Assessment for common display (e.g., H/W and S/W platforms) of electronic flight data for En Route and Terminal automation. (Automation)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
Decision for common display (e.g., H/W and S/W platforms) of electronic flight data for En Route and Terminal automation, including EFSTS.	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	

<b>[115] Approve Tower Flight Data Manager 2 initial investment (Automation)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
Consolidate several Terminal flight data processor functions (EFSTS, SMA, ARMT, FDIO, etc.) into one Terminal Flight Data Manager and limited Decision Support Tools (DST)	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	

<b>[116] *Deleted* TDLS near-term sustainment final investment decision (Automation)</b>	<b>R Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
A final investment decision (FID) for TDLS near term sustainment.	
<b>Status:</b> No F&E sustainment project is being pursued; no funding request submitted for FY10. Component end-of-life issues being addressed as part of OPS Maintenance activities. RECOMMEND REMOVAL OF THIS ACTIVITY FROM ROADMAP.	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 26-Sep-2008 at 09:52:26	

<b>[117] Decision to decommission FDIO systems (Automation)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
Decision to decommission remaining FDIO systems.	
<b>Status:</b> No status	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	

<b>[118] Define and approve En Route pre-implementation acquisition strategy (Automation)</b>	<b>Y Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Plan and submit for approval the En Route implementation strategy.	
<b>Status:</b> "Finance and Planning, Program Operations, and AJE are internally reviewing ideas related to the Mid-term ERAM acquisition.  Status is unchanged. "	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[119] Final Investment Decision for CATMT Work Package 3 contents (Automation)</b>	<b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b>
The Collaborative Air Traffic Management Technologies Work Package 3 (CATMT WP3) segment will accommodate the development of Integrated Departure/Arrival Capability (IDAC), Collaborative Information Exchange (CIX), TFMS remote site re-engineering, and other functions needed for NextGen.	
<b>Status:</b> Plans and JRC preparation on the way	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	
<b>[120] AIM Modernization Segment 1 Initial Investment Decision (Automation)</b>	<b>G Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Initial Investment Decision to create an AIM Modernization program that supports current and future aeronautical information service needs. Plan the evolution of Aeronautical Information Management (AIM) by allocating functionalities and assuring data integrity of systems that make up AIM.	
<b>Status:</b> Their CONUSE and Requirements Document is complete and is in its review stage. The AIA has been signed off on, and the EA products have been reviewed and signed off on by the Chief Architect. Draft X300 is being reviewed by ATO-F. Coordination on benefits, costs and system engineering requirements took more time than expected in the late spring 2008, leading to a few months of delay as we tried to complete check list items. It is scheduled for December JRC per Readiness meeting held on October 30, 2008.	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	
<b>[121] AIM Modernization Segment 2 Final Investment Decision (Automation)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
Segment 2 Final investment decision supporting AI Services and NOTAM integration with SWIM, FIS-B and SDAT.	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	
<b>[122] AIM Modernization Segment 3 Final Investment Decision (Automation)</b>	<b>Target CY Date: 2017</b> <b>Target FY Date: FY17 Q2 - FY18 Q1</b>
Segment 3 Final investment decision supporting world wide AIM availability. AI Services and graphical NOTAM to aircraft via SWIM.	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	
<b>[123] *Completed* Continuation of DUATS Services (Automation)</b>	<b>G Target CY Date: 2008 Q3</b> <b>Target FY Date: FY08 Q4</b> <b>Actual Date: 06-Aug-2008</b>
Continue as a stand alone service OR incorporate into FS21 and AFSM	
<b>Status:</b> Completed	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	
<b>[124] *Completed* Continuation of pre-flight and in-flight (Automation)</b>	<b>G Target CY Date: 2007</b> <b>Target FY Date: FY07 Q2 - FY08 Q1</b> <b>Actual Date: 21-Dec-2007</b>
Requesting through FAA Legal a sole source contract to Harris Corp to continue flight services in Alaska until AFSM accelerated program	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** The FAA has received approval for a single source extension to the OASIS.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:10

[125] Alaska Flight Service Modernization (AFSM) Segment 1 Final Investment Decision (*Automation*)  **Target CY Date: 2009 Q2**  
**Target FY Date: FY09 Q3**  
**Actual Date: 13-Nov-2007**

The primary role of Alaska FAA Flight Services is to supply timely weather, aeronautical information and (both pre-flight & in-flight) flight planning services to general aviation pilots and other users to minimize the impact of adverse weather on flight operations

**Status:** The decision received on November 13, 2007, for the Alaska Flight Service Modernization (AFSM) program was an Investment Analysis Readiness Decision.

The decision approved by the Executive Council was for Segment 1-Automation. Subsequently, the AFSM program asked the Federal Acquisition Executive to tailor the Investment Analysis phase to combine initial Investment Analysis with final Investment Analysis and proceed to Final Investment Decision which is scheduled for 1st quarter FY2009. The tailoring request to combine initial and final Investment Analysis and proceed to Final Investment Decision was approved January 3, 2008.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:10

[126] JRC/EC Initial Investment Decision (IID) Flight Services Facilities (*Facilities*) **Target CY Date: 2012 Q3**  
**Target FY Date: FY12 Q4**

Continuation of Flight Services in CONUS and Alaska - Concept of Operations meets NextGen

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:10

[127] JRC/EC Final Investment Decision (FID) Flight Services Facilities (*Facilities*) **Target CY Date: 2014 Q3**  
**Target FY Date: FY14 Q4**

Continuation of Flight Services in CONUS and Alaska - Concept of Operations meets NextGen

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:10

[128] Final Investment Decision for SWIM Segment 1B (Baseline for FY 11 - 13) (*Enterprise Services*)  **Target CY Date: 2009 Q2**  
**Target FY Date: FY09 Q3**

Establish baseline for SWIM Segment 1B for the publication of SWIM content during FY11 - FY13.

**Status:** On schedule for 2009 date. SWIM Implementation Programs (SIPs) are providing cost estimates no later than FY09 1st quarter (QTR1). [12/03/08]

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:10

[129] Final Investment Decision for ANICS Technical Refresh (*Communications*)  **Target CY Date: 2009 Q2**  
**Target FY Date: FY09 Q3**

The ANICS satellite network is an integrated voice and data transmission system providing the Federal Aviation Administration's (FAA) Alaskan Region with reliable and cost-effective interfacility communications. The ANICS program uses FAA-owned satellite earth stations and leased satellites to provide reliable telecommunication services.

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** "Anticipated Target Date will be shifted to a new date during the upcoming roadmap review cycle. Description and Title will also be changed during the update. No updates.


Status indicated target date shift. Tailoring was approved for The Final Investment Decision (FID) for the ASTI Program, which is planned for May 2009, Q2. The ATO-F informed the ASTI Program Office that ""negotiated cost numbers"" will be required for the FID. According to the ASTI Program, meeting the ""negotiated cost numbers"" requires additional time to solicit bids and evaluate the responses for equipment purchases. "

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:10

## [130] Selection of SWIM Segment 2 candidates. (Enterprise Services)

 **Target CY Date:** 2009 Q2  
**Target FY Date:** FY09 Q3  
**Actual Date:** 24-Sep-2008

Decision for down selection of SWIM Segment 2 core services and SWIM Implementation Programs (SIPs) content implementation. Decision will also consider incorporation of FTI Enhanced Data Services (ED-X).

**Status:** SWIM Segmen 2 down selection process is actively continuing analysis to determine content and capabilities to be incorporated into the baseline. As previously, SWIM Segment 2 is listed for JRC June 2010. The decision is to identify capabilities to be implemented as part of SWIM Segment 2 implementation. The initial definition document will be delivered Jan 30, 2009 and finalized June 2009.

Dependent on DP 128 SWIM Segment 1 requirements definition.  
[12/03/08]

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:10

## [131] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 2st Set of NextGen Facilities (Facilities) **Target CY Date:** 2013 Q2 **Target FY Date:** FY13 Q3

Analyses to support EC/JRC decision (2B) for second segment of the NextGen Facilities. Include information on 80% design and location

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:10

## [132] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 3rd Set of NextGen Facilities (Facilities) **Target CY Date:** 2015 Q2 **Target FY Date:** FY15 Q3

Analyses to support EC/JRC decision (2B) for third segment of NextGen Facilities. Include information on 80% design and location

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:10

## [133] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 4th Set of NextGen Facilities (Facilities) **Target CY Date:** 2017 Q2 **Target FY Date:** FY17 Q3

Analyses to support EC/JRC decision (2B) for fourth segment of NextGen Facilities. Include information on 80% design and location

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:10

## [134] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 5th Set of NextGen Facilities (Facilities) **Target CY Date:** 2019 Q2 **Target FY Date:** FY19 Q3

Analyses to support EC/JRC decision (2B) for the 5th segment of NextGen Facilities. Include information on 80% design and location

**Status:** No Status





# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:10
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<b>[135] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 6th Set of NextGen Facilities (Facilities)</b>	<b>Target CY Date: 2021 Q2</b> <b>Target FY Date: FY21 Q3</b>
Analyses to support EC/JRC decision (2B) for the 6th segment of NextGen Facilities. Include information on 80% design and location.	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:10	

<b>[136] NCIME Executive Decision (Navigation)</b>	 <b>Target CY Date: 2008 Q3</b> <b>Target FY Date: FY08 Q4</b>
The EC will make a decision on NCIME in 2008. This decision will be to support or not going forward with the 2009 JRC 2B investment decision.	
<b>Status:</b> ""Ongoing activities include continuing planning and preparing AMS documentation for a FID decision; developing ILS modifications to standardize interlock interface and control issues; and conducting systems engineering. It needs money to fix identified hazards and to conduct investment analysis.	
The Program Manager needs to brief/talk to Gene Juba due to some questions about their business case."" "	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[137] *Deleted* Phase 1 - Decision to start GPS Signal Monitoring Acquisition (Navigation)</b>	 <b>Target CY Date: 2009</b> <b>Target FY Date: FY09 Q2 - FY10 Q1</b>
During this phase, the program management and infrastructure will be ramped up. Requirements will be consolidated and finalized. An RFP will be finalized, prime contract competed, and contract award accomplished. Technical engineering and program support will be ramped up. Prime contract effort will be initiated with PDR complete with respect to system, hardware, and software design. Prototype reference station and master station hardware will be instantiated in the lab and checked out. Receiver hardware modifications will be identified and subcontracted out. Specific software code units will be identified for reuse. The software development environment will be established. The base configuration will consist of a minimum of 18 references sites with accommodation for 3 more. Each site will include existing military receivers as well as civil receivers suitable for safety-critical applications. Two master stations are anticipated. Data format and rates from existing military receivers will be identified. Work on a GPS III avionics MOPS will be initiated. Prototype avionics development activity will be initiated.	
<b>Status:</b> Mission needs definition. Status is green. On going activities include defining Mission Needs; continued planning and preparing AMS documentation; and conducting systems engineering.	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 14-Oct-2008 at 09:08:48	

<b>[138] *Deleted* Phase 2 - Decision for Signal Monitoring Integration with GPS (Navigation)</b>	<b>Target CY Date: 2014</b> <b>Target FY Date: FY14 Q2 - FY15 Q1</b>
This phase initiates the process for integrating Signal Monitoring with the modernized GPS space and ground segments. Monitoring capabilities developed during Phase 1 will output L5 integrity and performance messages to the GPS ground segment for broadcast to users. External interfaces developed during Phase 1 will be activated to provide trusted integrity and performance information for external dissemination by GPS and other network-centric media. Dual-frequency GPS equipped users will be capable of conducting LPV equivalent flight operations on a world-wide basis.	
<b>Status:</b> Future Work	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 14-Oct-2008 at 09:10:00	

<b>[139] *Deleted* Phase 3 - Transition and Operational Evaluation (Navigation)</b>	<b>Target CY Date: 2019</b> <b>Target FY Date: FY19 Q2 - FY20 Q1</b>
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# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

During this phase the GPS space and ground segments will evolve to a complete constellation of third-generation satellites. The constellation size will grow from 24 slots to 30 primary orbit slots, and user range accuracy will improve to the sub-meter level. In addition, cross-linking capabilities will be implemented enabling users to receive integrity and performance messages without the use of WAAS geo-stationary satellites. User equipment will begin to transition from single-frequency WAAS/GPS to dual-frequency GPS stand-alone avionics. After a nine-to-ten-year transition period, a decision will be made on decommissioning WAAS GEOs.

**Status:** Future Work

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 14-Oct-2008 at 09:11:06

[140] **Decision on Enhanced Weather Sensors to support enhanced wx observations and forecasting (Aircraft)**

**Target CY Date:** 2010  
**Target FY Date:** FY10 Q2 - FY11 Q1

Enhanced wx sensors may include Humidity, Turbulence, Icing, and Wake.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:11

[141] **Evaluate alternatives for system outsourcing or Technical Refresh for sustainment until replaced with NextGen surfacing observing capability (Weather)**

**Target CY Date:** 2011  
**Target FY Date:** FY11 Q2 - FY12 Q1

This evaluation would examine alternatives for outsourcing automated surface observing systems to meet FAA & NWS requirements for NextGen

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:11

[142] **\*Completed\* Final Investment Decision for ITWS to add 12 systems & provide Wx support (remote displays) to 25 satellite/reliever airports (Weather)**

 **Target CY Date:** 2007  
**Target FY Date:** FY07 Q2 - FY08 Q1  
**Actual Date:** 28-Nov-2007

This entails an Investment Decision to the Integrated Terminal Weather System (ITWS) - add 12 systems that were part of original baseline) plus support add'l 25 satellite/reliever airports w/remote displays

**Status:** 11 of the 12 sites have been approved along with 16 of the 25 reliever sites were also approved. Completed on November 28, 2007.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:11

[143] **Investment Decision to provide inflight icing obs from airborne aircraft to NG Wx Processor WP3 (Weather)**

**Target CY Date:** 2022  
**Target FY Date:** FY22 Q2 - FY23 Q1

NextGen Wx (WP 3) will be modified to ingest icing data from airborne aircraft.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:11

[144] **Final Investment Decision to Tech Refresh ITWS systems (includes improved data quality, upgraded TWINDS & path-based wind shear), or transfer all functionality (TWINDS & path-based wind shear) to NWP WP1 or NWP WP2 (Weather)**

**Target CY Date:** 2013  
**Target FY Date:** FY13 Q2 - FY14 Q1

Final Investment Decision to Tech Refresh ITWS systems (includes improved data quality, upgraded TWINDS and path-based wind shear) or transfer all functionality (TWINDS & Path-based Wind Shear) to NWP WP1, or transfer all functionality (except safety (MB PREDICT)) to NWP WP2.

This TR will update all ITWS systems

**Status:** No Status

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11
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<b>[145] Final Investment Decision for TDWR SLEP 3 (made in conjunction with Decision 84) (Weather)</b>	<b>Target CY Date: 2016</b> <b>Target FY Date: FY16 Q2 - FY17 Q1</b>
This decision is to fund a 3rd SLEP for TDWR in the event that ground-based wind shear/microburst systems are to be continued	
<b>Status:</b> ATO-T Wx to complete updating Integrated Wind Shear study by end of CY 07	
<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[146] Final Investment Decision to baseline CIWS prototype as NWP WP1 (Weather)</b>	<b>Y Target CY Date: 2009 Q4</b> <b>Target FY Date: FY10 Q1</b>
This investment decision (2B) baselines the CIWS prototype system into the NAS. Baselined system will be operated and maintained at FAA Tech Center.	
<b>Status:</b> To date CIWS unable to obtain EC decision re deployment strategy (possibly forthcoming Nov/Dec 08). Thus, high likelihood that next JRC milestone (IID or FID) will be in late '09/early CY2010 pending if next milestone is IID or FID. Outcome of EC decision likely delayed due to ongoing Weather Working Group deliberations (ATO-P Wx & ATO-F (OES) Co-chair this group with Wx Reps from ATO-T, ATO-E, ATO-W, ATO-P).	
<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[147] Executive Level Decision to transfer ITWS' functionality to NWS WP3 (if not done in DP 144) and safety functionality (Microburst Predict) to NextGen Far Term WP (NG FT WP) (Weather)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
In view of latency concerns for wind shear & microburst products, portion of ITWS transitioned NWP WP1 while safety function (MB Predict) likely transferred to a Terminal Processor or NG FT WP (site TBD, possibly local)	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[148] Final Investment Decision to integrate CIWS functionality into NWP WP2. Also includes decision to implement Convective 8-hour forecast &amp; enhanced aircraft Obs (Turb/Humidity) into NWP WP2. (Weather)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
Consolidates Wx processing functionality onto single platform and also adds algorithms from Wx R&D since WP1 was baselined	
<b>Status:</b> Costs reflect incorporating CIWS Alt 1 from earlier cost studies done by finance	
<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	


<b>[149] NextGen Equipage Implementation Plan (not realistic for single equipage for all capabilities) (Aircraft)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Implementation of NextGen Equipage Strategy.	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	


<b>[150] Airborne Communications Infrastructure, evaluate and establish standards for low cost handheld devices for general aviation (GA) advisories. Develop and encourage use of commercial data services for digital messaging to and from GA pilots. (Aircraft)</b>	<b>G Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
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# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

Develop Airborne Communications Infrastructure address ATC/AOC/ APC Concept and performance requirements
<b>Status:</b> "Concept of operations and performance requirements are being developed to address capabilities, such as accessing information through SWIM mechanisms for distribution to aircraft. Decision connected to SWIM mechanisms, NextGen Network Enabled Weather (NNEW), etc. Ongoing activities are on schedule to meet target date.
"Decision moved to 2009 AVS met with Flight Services 9/08. changed name to Airborne Comm Infrastructure for low-cost devices in AK."
<b>Impacts NextGen:</b> Yes
<b>Critical:</b> No
<b>Last Update:</b> 30-Jan-2009 at 10:12:11

<b>[151] Airborne Navigation Backup (eLoran, IRU, other backup) (must complete NAV DP 23, 24 2009Q1, likely FY09Q3, New Administration) (Aircraft)</b>	 <b>Target CY Date: 2009 Q3</b> <b>Target FY Date: FY09 Q4</b>
Define Policy and Guidance for Airborne Navigation backup based on ADS-B backup Study, JPDO SatNav Backup study, and PNT Architecture recommendations.	
<b>Status:</b> A draft Navigation Backup Strategic Case has been developed in cooperation with Navigation Services and will be submitted to TRB/EAB for review in July 08. The decision has been moved to 2009 as a result of the 2008 Roadmap updates.	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[152] Cooperative Surveillance Concept (SC-218, including TCAS concept) (Aircraft)</b>	 <b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Develop Policy and guidance for new beacon radars.	
<b>Status:</b> Status Green: There has been no formal discussion regarding policy development. It is still viable to meet 2009 target date.	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[153] *Deleted* A/C IP architecture to Support Ground IP Architecture (Communications)</b>	 <b>Target CY Date: 2008 Q3</b> <b>Target FY Date: FY08 Q4</b>
Develop Naming and Addressing plan that integrates aircraft	
<b>Status:</b> Status is green. This decision is owned by AVS. The development of Aircraft IP Architecture supporting ground IP Architecture involving the plan of naming and addressing that integrate aircraft with considerations of security and certification. This development is dependent on SWIM services and the decisions of implementing IP to include radars' data formatting for various domains. The development of naming and addressing activity is on going.	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 14-Oct-2008 at 10:15:04	

<b>[154] Determine are TAWS algorithms sufficient for NextGen (Terrain) (Aircraft)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Interaction of new RNAV routes, TERPs, and lower-visibility approaches.	
<b>Status:</b> ETC	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[155] First operationally approved GBAS Cat III through proof-of-concept (non-Fed) (Aircraft)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Completion of certification and operational approval for GBAS Cat III.	
<b>Status:</b> In progress	


# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11
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<b>[156] Initial new GNSS capabilities expected to become operational (Aircraft)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
New GNSS capabilities such as L3/L5 mature. <b>Status:</b> In progress <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[157] *Deleted* New standards for GNSS/IRU integration (including low-cost inertial systems) (Aircraft)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Development of requirements for GNSS/IRU integration <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 14-Oct-2008 at 14:07:56	

<b>[158] Data Communications Segment 1 FID (Communications)</b>	 <b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Datacomm decision to implement DataComm capabilities in ARTCCs and ATCTs. <b>Status:</b> Heavily dependent on ERAM mid-term work package. Status shall stay green until further update. <b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:11	



<b>[159] Aircraft standards publication for Segment 1 linked to Datacomm (Aircraft)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Decision on possible Part 91 approaches to performance-based airspace. <b>Status:</b> In progress <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[160] Aircraft standards publication for Segment 2 linked to Datacomm (Aircraft)</b>	<b>Target CY Date: 2013</b> <b>Target FY Date: FY13 Q2 - FY14 Q1</b>
Earliest effectivity date on further Part 91 approaches to performance-based airspace. <b>Status:</b> In Progress <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	

<b>[161] Datacomm Avionics development complete, Forward Fit begins. (Aircraft)</b>	<b>Target CY Date: 2017</b> <b>Target FY Date: FY17 Q2 - FY18 Q1</b>
Limit of present datacomm approach. <b>Status:</b> No Status <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:11	




# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[162] *Completed* Agency link decision for FCI (<i>Communications</i>)</b>	 <b>Target CY Date: 2008 Q3</b> <b>Target FY Date: FY08 Q4</b> <b>Actual Date: 25-Feb-2008</b>
<p>Decision of far-term operational improvements to be supported over datacomm</p> <p><b>Status:</b> This decision is owned by AVS. Decision is complete. This was a link analysis performed by the Air-ground team to support the Data Comm decision #35 (initial investment strategy).</p> <p>This is not a JRC FID decision but an AVS decision.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:11</p>	
<b>[163] *Deleted* VDLM-2/AOC performance to support Datacom Segment 2 and 3 (<i>Aircraft</i>)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
<p>Certification requirements for use of AOC messages in weather, flight planning decisions</p> <p><b>Status:</b> In Progress</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 14-Oct-2008 at 14:09:52</p>	
<b>[164] *Deleted* FCI Airspace prescription (policy effectivity date – timeframe TBD) (<i>Aircraft</i>)</b>	<b>Target CY Date: 2021</b> <b>Target FY Date: FY21 Q2 - FY22 Q1</b>
<p>Effectivity of NextGen datacomm deployment approach</p> <p><b>Status:</b> No Status</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 14-Oct-2008 at 14:10:40</p>	
<b>[165] SWIM Air Policy (<i>Aircraft</i>)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
<p>Decision on role of SWIM in net-centric architecture.</p> <p><b>Status:</b> No Status</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:11</p>	
<b>[166] Decision on enhanced FIS-B services (<i>Aircraft</i>)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
<p>Decision on next-generation weather reporting and integration into decisionmaking</p> <p><b>Status:</b> In progress</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:11</p>	
<b>[167] Decision on Enhanced Vision System (EVS) architectures to support low and zero visibility approach and surface operations (IR signature) (SC-213 MASPS, MOPS, TSO, AC) (<i>Aircraft</i>)</b>	 <b>Target CY Date: 2009 Q4</b> <b>Target FY Date: FY10 Q1</b>
<p>Decision on EVS to support low-visibility operations for approach and surface.</p> <p><b>Status:</b> "Decision on EVS is green. There is no formal discussion regarding the requirements but 2009 target date is a viable time frame for completion.</p> <p>Status is unchanged. "</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:11</p>	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[168] *Deleted* Decision on VNAV implementation (eg, as component of advanced RNP 1) (Aircraft)</b>	 <b>Target CY Date: 2008 Q3</b> <b>Target FY Date: FY08 Q4</b>
<p>Decision on vertical guidance for RNP RNAV-enabled aircraft</p> <p><b>Status:</b> Determined to be complete in the 3rd Quarter. On schedule to meet 3rd Quarter target date.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 14-Oct-2008 at 14:13:50</p>	
<b>[169] *Deleted* Vertical requirements for 4DT (MASPS – Baro) (Aircraft)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
<p>4DT requirements expressed in terms of vertical gradient for RVSM, CDA.</p> <p><b>Status:</b> In progress</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 24-Oct-2008 at 13:27:06</p>	
<b>[170] Decision on implementation of required time of arrival (without full 4DT) (Aircraft)</b>	 <b>Target CY Date: 2009 Q3</b> <b>Target FY Date: FY09 Q4</b>
<p>Requirements for RTA in near-term.</p> <p><b>Status:</b> "Currently, there is no money/budget for this activity. Currently participating and following the ground-based 3D path to arrival demonstration that will be followed by FY 2009 planned airborne-based 3D RNAV for RTA.</p> <p>"Decision moved to 2009 -- working with Aircraft Working Group to define single RTA requirements in context of ATO-P ops concept."</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:12</p>	
<b>[171] Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory) (Aircraft)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
<p>Operational concept for integration of flight-planning from dispatch and ATC in aircraft decision.</p> <p><b>Status:</b> No Status</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:12</p>	
<b>[172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory) (Aircraft)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
<p>Common model of flight plan, flight plan update, trajectory change.</p> <p><b>Status:</b> In progress</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:12</p>	
<b>[173] Strategy for use of EFVS/SVS (Enhanced Flight Vision System/Synthetic Vision System) in future operations (90 series AC) (Aircraft)</b>	 <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b>
<p>Hybrid approach to EFVS/SVS for operational credit.</p> <p><b>Status:</b> On going activity. Status shall stay green until further update.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:12</p>	



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

[174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck (Aircraft) **G** Target CY Date: 2012  
Target FY Date: FY12 Q2 - FY13 Q1

This capability allows aircrew to "visualize" in all Wx conditions the WT hazard zones associated with adjacent and approaching aircraft and to self separate from that hazard zone.

**Status:** Research starts in 2008

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[175] \*Deleted\* Integrated Display (Aircraft) **G** Target CY Date: 2010  
Target FY Date: FY10 Q2 - FY11 Q1

Integrated display requirements from EVS, Datacom, Navigation, Dependant surveillance (in), and weather are to be defined to support TBO, CSPA, Self-separation, etc.

**Status:** No Formal discussion has been made but Status will stay green until further update.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 14-Oct-2008 at 14:15:19

[176] DME NextGen Strategy Plan (Navigation) **G** Target CY Date: 2009 Q3  
Target FY Date: FY09 Q4

Develop phased approach for DME service to support RNAV/RNP.

**Status:** Status is green until further update. On going activities include development of a phased approach for DME service to support RNAV/RNP; obtaining consensus within the FAA for the required level of service; development of funding profile & acquisition strategy; and resolving all assumptions & issues. No further update at this time.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:12

[177] Initial Investment Decision for SITS Air Domain Security Architectures (Automation) **G** Target CY Date: 2012  
Target FY Date: FY12 Q2 - FY13 Q1

Determination of best SITS alternative architecture incorporating allocation across the Air Domain applications. Candidate applications include; Airspace Access, Special Use Airspace (MADE), TFR Builder, Flight Object attributes, and Skywatch.

**Status:** Status is Green. Anticipate the FID in 2010 dependent on the status of DP 33.

**Impacts NextGen:** Yes

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:12

[178] JRC Initial Investment Decision for Low Cost Ground Surveillance (LCGS) System (Surveillance) **G** Target CY Date: 2009 Q4  
Target FY Date: FY10 Q1

JRC Initial Investment Decision for Low Cost Ground Surveillance (LCGS) System

**Status:** "DP#178 is replaced by DP#258 which is an IARD decision type. The DP#178 is deferred to 2009 Q4. The LCGS Program is working to obtain concurrence of its procurement strategy, an Investment analysis Plan (IAP), and Preliminary Requirements Document (PRD) for an Investment Analysis readiness Decision (IARD) in November of 2008. The IARD decision is expected by December, 2008. A new DP will be added for the LCGS IARD. The LCGS Program requested tailoring for a combined Initial Investment (IID) and Final Investment Decision (FID) in September 2009. Decision 178 is scheduled for 2009 Q4, while DP #179, which is the FID, is scheduled for late 2010 in the next Roadmap update. NASEA Products are completed. "

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[179] JRC Final Investment Decision for LCGS (Surveillance) **G** Target CY Date: 2010  
Target FY Date: FY10 Q2 - FY11 Q1

JRC Final Investment Decision and deployment of LCGS.

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Status:** Status is green dependent on JRC approval for tailoring to complete an Investment Analysis Readiness Decision (IARD) in the last quarter of 2008 and a combined Initial Investment (IID) and Final Investment Decision (FID) in September 2009. The text for Decisions 178 and 179 needs to be revised in the next Roadmap update. This DP is deferred to 2010.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[180] Decision on whether to remove LCGS and have the function assumed by ADS-B or approve a Technology Refresh for LCGS (*Surveillance*)

**Target CY Date:** 2018  
**Target FY Date:** FY18 Q2 - FY19 Q1

Decision on whether to remove LCGS and have its functions assumed by ADS-B.

**Status:** No Status

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[181] TBO Conformance Monitoring (*Aircraft*)

**Target CY Date:** 2011  
**Target FY Date:** FY11 Q2 - FY12 Q1

TBD

**Status:** TBD

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[182] Closely Spaced Parallel Offset (CSPO) (*Aircraft*)

**Target CY Date:** 2012  
**Target FY Date:** FY12 Q2 - FY13 Q1

TBD

**Status:** TBD

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[183] Research Transition Decision—Air-Ground Data Exchange Framework (*Air / Ground*)

 **Target CY Date:** 2009 Q4  
**Target FY Date:** FY10 Q1

Develop an A-G Data Exchange framework to support data sharing in the NextGen environment.

**Status:** In Progress. A/G Data Exchange Framework "draft" developed by ATO-P. Comments by 10/3: review and adjudication-TBD

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[184] Policy Decision—Global Information Exchange Assurance (*Air / Ground*)

 **Target CY Date:** 2010  
**Target FY Date:** FY10 Q2 - FY11 Q1

Coordinate internationally to develop a Global information exchange assurance for those Air-Ground systems with international scope.

**Status:** In progress

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:12

[185] Policy Decision—Develop ATO/AVS Partnership guidance (*Air / Ground*)


 **Target CY Date:** 2009 Q2  
**Target FY Date:** FY09 Q3


The Agencies AVS and ATO Lines of Business are the two owners that complement and compete with each other. The complexity of this environment will demand that AVS and ATO work together in a coordinated fashion to ensure all elements bring together policy, guidance, engineering, development, and operations at the right time.

# Roadmap Decisions - All Decisions (Basic)


Generated: 12-Feb-2009 at 19:58:41


<p><b>Status:</b> In progress</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:12</p>
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<p><b>[186] Policy Decision—Synchronize aircraft equipage with ground infrastructure and acquisition (Air / Ground)</b></p>	<p> <b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b></p>
<p>Ensure synchronization of implementation schedule for Air-Ground systems.</p> <p><b>Status:</b> In progress</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:12</p>	

<p><b>[187] Policy Decision—Incorporate Air/Ground aspects into NextGen Concepts (Air / Ground)</b></p>	<p> <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b></p>
<p>Ensure that base-lined concepts expecting to exchange data across the airborne and ground domains are coordinated effectively, ensuring that all perspectives and Air-Ground assumptions are correct and risk identified.</p> <p><b>Status:</b> In progress</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:13</p>	

<p><b>[188] Research Transition Decision—Integrated and base-lined Air-Ground Concepts (Air / Ground)</b></p>	<p><b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b></p>
<p>Ensure that research projects and maturity are aligned with operational integration of NextGen Air-Ground concepts and capabilities.</p> <p><b>Status:</b> None</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:13</p>	

<p><b>[189] Policy Decision—Develop a means to manage standards bodies to efficiently and effectively utilize resources and meet needs of NextGen (Air / Ground)</b></p>	<p> <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b></p>
<p>Today's standards bodies needs to be aligned with advancing NextGen capabilities and infrastructure. New capabilities that require new standards needs to be integrated into the work of standards bodies.</p> <p><b>Status:</b> None</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:13</p>	

<p><b>[190] Implementation Decision—Move standards bodies to develop standards that are sufficient to support NextGen. (Air / Ground)</b></p>	<p> <b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b></p>
<p>Establish a model to support Air-Ground standards bodies to develop end-to-end performance-based standards</p> <p><b>Status:</b> None</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:13</p>	

<p><b>[191] Policy Decision—Develop strategic business case exploring benefits of an interoperable Air-Ground Safety Network. (Air / Ground)</b></p>	<p> <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b></p>
<p>Today's airborne (TCAS, TAWS, EGPWS, GPWS) and ground (STCA, MSAW, Windshear) safety technologies were developed based on 1970/1980 operations, airspace characteristics, and aircraft performance. The effectiveness and interaction of these technologies will change as we evolve toward the NextGen environment.</p> <p><b>Status:</b> None</p>	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:13
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<b>[192] Research Transition Decision—Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network (Air / Ground)</b> <span style="float: right;"><b>Target CY Date:</b> 2010 <b>Target FY Date:</b> FY10 Q2 - FY11 Q1</span>
Develop an A-G Safety Network Interoperability model to support a comprehensive separation assurance and conflict management environment. <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:13

<b>[193] Policy Decision—Develop Human/Automation design principles to support NextGen infrastructure (Air / Ground)</b> <span style="float: right;"><b>Target CY Date:</b> 2013 <b>Target FY Date:</b> FY13 Q2 - FY14 Q1</span>
Human factors must consider the collaborative interactions between air traffic controllers and air crews and focus on the change in their operational roles and interaction with advanced technologies (display capabilities, data communications, and automation). <b>Status:</b> None <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:13

<b>[194] Research Transition Decision—Incorporate results into future NextGen technology and Human/Automation intensive operations. (Air / Ground)</b> <span style="float: right;"><b>Target CY Date:</b> 2017 <b>Target FY Date:</b> FY17 Q2 - FY18 Q1</span>
Human factors must consider the collaborative interactions between air traffic controllers and air crews and focus on the change in their operational roles and interaction with advanced technologies (display capabilities, data communications, and automation). <b>Status:</b> None <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:13

<b>[195] Time Based Flow Management (TBFM) Final Investment Decision (Automation)</b> <span style="float: right;"><b>Target CY Date:</b> 2009 Q3 <b>Target FY Date:</b> FY09 Q4</span>
This decision baselines the TBFM Program to award a contract to expand and enhance the legacy traffic management advisor. TBFM will allow development across several NextGen Operational Improvement (OI) Solution Set capability areas; such as initiate TBO, Increase arrivals and departures at high density airports. <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:13

<b>[197] Approve Tower Flight Data Manager 3 Initial Investment Decision (Automation)</b> <span style="float: right;"><b>Target CY Date:</b> 2013 <b>Target FY Date:</b> FY13 Q2 - FY14 Q1</span>
Full Decision Support Tools (DST)with TDLS and SAIDS Integration. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:13

<b>[198] Approve Tower Flight Data Manager 3 Final Investment Decision (Automation)</b> <span style="float: right;"><b>Target CY Date:</b> 2014 <b>Target FY Date:</b> FY14 Q2 - FY15 Q1</span>
Full Decision Support Tools (DST)with TDLS and SAIDS Integration. <b>Status:</b> TBD <b>Impacts NextGen:</b> No

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:13
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<b>[199] DOTS Sustainment/Integration Decision (Automation)</b>	<b>Target CY Date: 2009 Q4</b> <b>Target FY Date: FY10 Q1</b>
Decision to sustain DOTS+ or integrate DOTS+ functionality into TFM and/or EnRoute Automation System.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:14	

<b>[200] En Route/Oceanic Integration Assessment (Automation)</b>	<b>Target CY Date: 2017</b> <b>Target FY Date: FY17 Q2 - FY18 Q1</b>
An En Route/Oceanic integration assessment is needed to support development of the business case for En Route/Oceanic NextGen WP IID and as part of the larger automation convergence effort.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:14	

<b>[201] En Route /Oceanic IES NextGen WP Initial Investment Decision (Automation)</b>	<b>Target CY Date: 2017</b> <b>Target FY Date: FY17 Q2 - FY18 Q1</b>
Business case and requirements developed for an En Route/Oceanic IES IID including identification of performance gaps and alternatives to address gaps, with preliminary cost, schedule and benefit estimates for alternatives.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:14	

<b>[202] En Route /Oceanic IES NextGen WP Final Investment Decision (Automation)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
Approval of business case and requirements for an En Route/Oceanic IES FID including validation and update of cost, schedule and benefits.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:14	

<b>[203] Flight Service, AFSM Interim Voice Switch Initial Investment Decision (New for Communications Roadmap) (Communications)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Initial Investment Decision for purchase of Voice Switches (and network infrastructure) for the Alaskan AFSSs	
<b>Status:</b> NONE	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:14	

<b>[204] Flight Service, AFSM Interim Voice Switch Final Investment Decision (New for Communications Roadmap) (Communications)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
Final Investment Decision for Purchase of Voice Switches (and network infrastructure) for the Alaskan AFSSs	
<b>Status:</b> NONE	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:14	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[206] Final Investment Decision for SITS Air Domain Security Architecture (Automation)</b>	<b>Target CY Date: 2013</b> <b>Target FY Date: FY13 Q2 - FY14 Q1</b>
Decide the sufficient functional details of the SITS chosen architecture solution. <b>Status:</b> NONE <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[207] DUAT Service Acquisition (Automation)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Decision to re-compete the DUAT Service and continue through CY-17 or to integrate into another function/capability. <b>Status:</b> NONE <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[208] Flight Services Evolution Integrated Services and Capabilities Final Investment Decision (Automation)</b>	<b>Target CY Date: 2016</b> <b>Target FY Date: FY16 Q2 - FY17 Q1</b>
Decision to integrate discrete Flight Service Automation Systems into a singular composite system <b>Status:</b> NONE <b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[209] Executive Level Decision to fund FAA portion of NextGen 4-D Weather Single Authorative Source (4-D Wx SAS) (Weather)</b>	<b>Target CY Date: 2014</b> <b>Target FY Date: FY14 Q2 - FY15 Q1</b>
The 4-D Wx SAS will source crucial weather Obs & forecasts to TFM & dispatchers for their collaboration and decision making; as single source of decision making forecast weather ambiguity should be reduced. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[210] Final Investment Decision to fund WARP contract maintenance until subsumed into NextGen Wx Processor Work Package 1 ( NWP WP1) (Weather)</b>	<b>Y Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
WARP maintenance contract expires 2009; funding decision needed to sustain WARP until its functionality fully subsumed within NWP WP1. <b>Status:</b> "WARP Product Team unable to meet milestone of Dec 2007 EC/FID decision. RPD prepared and working with Brandy to schedule JRC, likely in Nov '08. Some funding obtained from ATO-E for FY 2008 & FY 2009. Existing contract expires Aug/Sep 09. Team currently on the JRC TBD list for IA Readiness and delegated to ATO EC and trying for a tailoring decision that allows the program to skip IARD and IID).  Is now DP 210 on Wx Roadmap. WARP currently on the JRC for Nov '08, working with Brandy and hoping for tailored JRC FID. " <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[211] Investment Decision to deploy additional LIDAR for dry microburst detection (Weather)</b>	<b>Target CY Date: 2009 Q3</b> <b>Target FY Date: FY09 Q4</b>
ATO-T Wx conducting analysis and examining requirements for LIDAR to enhance detection of 'dry microbursts' at selected sites (mostly in Rockies). <b>Status:</b> TBD <b>Impacts NextGen:</b> No	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability (Weather)</b>	<b>Target CY Date:</b> 2019 <b>Target FY Date:</b> FY19 Q2 - FY20 Q1
TBD <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[213] Executive Level Decision to fund FAA portion 4-D Wx SAS Tech Refresh (Weather)</b>	<b>Target CY Date:</b> 2020 <b>Target FY Date:</b> FY20 Q2 - FY21 Q1
Adds capabilities to store more weather information, handle transactions more efficiently with 4-D Wx Cube & SWIM, and receive updates from new protocols and/or standards established for SOA/enterprise services to interface with other agencies' systems. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:14	
<b>[214] Determine to Sustain or Decommission LDRCL (Communications)</b>	<b>Target CY Date:</b> 2013 <b>Target FY Date:</b> FY13 Q2 - FY14 Q1
Low Density Radio Communications Link (LDRCL) is a microwave system that provides tail circuits for RCAGs and Radars. It is approaching End-of-Life. A decision needs to be made whether to sustain it or to decommission it and transfer its users to FTI-2 services. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
<b>[215] Determine to Sustain or Decommission RCL (Communications)</b>	<b>Target CY Date:</b> 2010 <b>Target FY Date:</b> FY10 Q2 - FY11 Q1
The Radio Communications Link (RCL) is backbone microwave system. It is approaching End-of-Life. A decision needs to be made whether to sustain it or to decommission it and transfer its users to FTI-1 services. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
<b>[216] Determine to Sustain NMR or incorporate it into FTI-2 (Communications)</b>	<b>Target CY Date:</b> 2016 <b>Target FY Date:</b> FY16 Q2 - FY17 Q1
NADIN MSN Rehost(NMR) is the United States AFTN switch. It is currently owned and operated by the FAA. A decision will need to be made whether it should remain an FAA owned and operated system or whether this functionality should be provided by FTI-2 (a leased service). <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
<b>[217] Approve Airport Wireless Communication System (Communications)</b>	<b>Target CY Date:</b> 2011 <b>Target FY Date:</b> FY11 Q2 - FY12 Q1
Airport Wireless Communication System will consist of an airport LAN that will provide service primarily to mobile users and secondarily to fixed users. <b>Status:</b> TBD	



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41


<b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:15
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<b>[218] Approve migration to L-band for DataComm (Communications)</b>	<b>Target CY Date: 2021</b> <b>Target FY Date: FY21 Q2 - FY22 Q1</b>
The transport infrastructure for DataComm Segments 1 and 2 will be VHF Datalink Mode 2 (VDL-2). This DP will determine whether DataComm transitions from VDL-2 to L-Band. (L-band will enable a much higher data rate than the 31.5 kbps provide by VDL-2.)	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:15	

<b>[219] Completion of planned LP non-precision approach availability (Navigation)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
Completion of currently planned LP non-precision approach availability in the NAS	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:15	

<b>[220] Completion of planned LPV precision approach availability (Navigation)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
Completion of currently planned LPV precision approach availability in the NAS	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:15	

<b>[222] L5 FOC (Navigation)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
24 satellites transmitting L5 from primary slots	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:15	

<b>[224] Decision to develop dual frequency multi-constellation GNSS avionics (Navigation)</b>	 <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b>
FAA decision to pursue research & development of dual-frequency multi-constellation GNSS avionics.	
<b>Status:</b> None.	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:15	

<b>[225] GNSS core constellation standards and ICDs ready (Navigation)</b>	<b>Target CY Date: 2014</b> <b>Target FY Date: FY14 Q2 - FY15 Q1</b>
Additional GNSS core constellations such as Galileo may become available with standards and interface control documents by this time.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:15	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41


[226] Dual frequency multi-constellation GNSS avionics ( <i>Navigation</i> )	<i>Target CY Date: 2018</i> <i>Target FY Date: FY18 Q2 - FY19 Q1</i>
Dual frequency multi-constellation GNSS avionics available <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
[227] Decision to develop dual frequency SBAS/WAAS avionics ( <i>Navigation</i> )	<i>Target CY Date: 2009 Q2</i> <i>Target FY Date: FY09 Q3</i>
FAA decision to pursue research & development of dual-frequency SBAS/WAAS avionics. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
[228] GPS dual-frequency L1/L5 standards and ICDs ready ( <i>Navigation</i> )	<i>Target CY Date: 2014</i> <i>Target FY Date: FY14 Q2 - FY15 Q1</i>
Standards and ICDs ready for SBAS/WAAS dual frequency (GPS L1/L5) <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
[229] Avionics available for use of dual frequency (GPS L1/L5) SBAS/WAAS ( <i>Navigation</i> )	<i>Target CY Date: 2018</i> <i>Target FY Date: FY18 Q2 - FY19 Q1</i>
Avionics available for use of dual frequency (GPS L1/L5) SBAS/WAAS <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
[230] WAAS reference station cut-over from GPS L1/L2 to L1/L5 ( <i>Navigation</i> )	<i>Target CY Date: 2020</i> <i>Target FY Date: FY20 Q2 - FY21 Q1</i>
WAAS reference stations require dual frequency operations. Currently, this is provided using semi-codeless receivers. DoD issued a Federal Register notice discontinuing support of semicodeless operations in 2020. WAAS must transition to GPS L1/L5 to avoid a total loss of LPV and LNAV/VNAV service. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
[231] Decision to use eLoran in the NAS ( <i>Navigation</i> )	<i>Target CY Date: 2008 Q2</i> <i>Target FY Date: FY08 Q3</i>
Decision to use eLoran in the NAS <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:15	
[232] eLoran standards ready; decision to support non-precision approaches ( <i>Navigation</i> )	<i>Target CY Date: 2012</i> <i>Target FY Date: FY12 Q2 - FY13 Q1</i>
eLoran standards ready; decision to support non-precision approaches	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:15</p>
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<p><b>[233] eLoran is capable of supporting en route and terminal operations and non-precision (Navigation)</b></p>	<p><i>Target CY Date: 2014</i> <i>Target FY Date: FY14 Q2 - FY15 Q1</i></p>
<p>eLoran is capable of supporting en route and terminal operations and non-precision</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:15</p>	

<p><b>[234] Decision to buy ILSs to replace aging systems (Navigation)</b></p>	<p> <i>Target CY Date: 2009 Q4</i> <i>Target FY Date: FY10 Q1</i></p>
<p>Decision to buy ILSs to replace aging systems</p> <p><b>Status:</b> Maintenance decision pending</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:15</p>	

<p><b>[235] Replacement Cat I ILSs operating in the NAS (Navigation)</b></p>	<p><i>Target CY Date: 2014</i> <i>Target FY Date: FY14 Q2 - FY15 Q1</i></p>
<p>Replacement Cat I ILSs operating in the NAS</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:15</p>	

<p><b>[236] Decision to buy systems to replace Cat II/III ILSs where necessary (Navigation)</b></p>	<p><i>Target CY Date: 2013</i> <i>Target FY Date: FY13 Q2 - FY14 Q1</i></p>
<p>Decision to buy systems to replace Cat II/III ILSs where necessary</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:15</p>	

<p><b>[237] Replacement Cat II/III ILSs operating in the NAS (Navigation)</b></p>	<p><i>Target CY Date: 2018</i> <i>Target FY Date: FY18 Q2 - FY19 Q1</i></p>
<p>Replacement Cat II/III ILSs operating in the NAS</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:15</p>	

<p><b>[238] ALS (I) - Decision to develop and implement replacements for PAR 38 &amp; 56 lamps (Navigation)</b></p>	<p> <i>Target CY Date: 2008 Q4</i> <i>Target FY Date: FY09 Q1</i></p>
<p>Decision to design and develop replacement LED PAR 38 (lightbars) and PAR 56 (threshold) lamps. This is per the Department of Energy decision to discontinue the use of incandescent lamps by 2012.</p> <p><b>Status:</b> Evaluation of "LED" lamps is in progress.</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> Yes</p>	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Last Update:** 30-Jan-2009 at 10:12:15

[239] ALS (I) - Design and development of PAR 38 LED replacement lamps is completed (*Navigation*) *Target CY Date: 2010*  
*Target FY Date: FY10 Q2 - FY11 Q1*


Production of PAR 38 LED lamps will commence upon completion of development of LED replacement lamps.

**Status:** TBD

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:15

[240] ALS (II/III) - Decision to improve energy efficiency of lighting systems (*Navigation*)  *Target CY Date: 2009 Q4*  
*Target FY Date: FY10 Q1*

Decision to improve energy efficiency of lighting systems

**Status:** Implementation pending selection of LED lighting.

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:15

[241] ALS (II/III) - Improved components and system design are available (*Navigation*) *Target CY Date: 2014*  
*Target FY Date: FY14 Q2 - FY15 Q1*

Improved components and system design are available

**Status:** TBD

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:15

[242] Decision to enhance RVR capability to support visibility predictions on airport surface and rate of snowfall on surface (*Navigation*) *Target CY Date: 2009 Q3*  
*Target FY Date: FY09 Q4*

Decision to enhance capability to support visibility predictions on airport surface and rate of snowfall on surface

**Status:** TBD

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:16

[243] RVRs capable of predicting near term runway visibility changes and runway snowfall accumulation (*Navigation*) *Target CY Date: 2015*  
*Target FY Date: FY15 Q2 - FY16 Q1*

Capability to predict near term runway visibility changes and runway snowfall accumulation achieved

**Status:** TBD

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:16

[244] Next generation of DMEs available to support RNAV throughout the NAS (*Navigation*) *Target CY Date: 2015*  
*Target FY Date: FY15 Q2 - FY16 Q1*

Next generation of DMEs available to support RNAV throughout the NAS

**Status:** TBD

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:16

[245] Decision to procure replacement VORs to support the minimum operating network (*Navigation*) *Target CY Date: 2010*  
*Target FY Date: FY10 Q2 - FY11 Q1*

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

Decision to procure replacement VORs to support the minimum operating network <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:16
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<b>[246] Next generation of VORs available (Navigation)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
Next generation of VORs available <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[247] Decision to develop and implement replacements for PAPI lamps with LEDs (Navigation)</b>	<b>Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Decision to develop and implement replacements for PAPI lamps with LEDs <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[248] Next generation of lamps available for PAPI (Navigation)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Next generation of lamps available for PAPI <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[249] Decision to develop and implement replacements for REIL lamps with LEDs (Navigation)</b>	<b>Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Decision to develop and implement replacements for REIL lamps with LEDs <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[250] Next generation of REIL LED lamps available (Navigation)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Next generation of REIL LED lamps available <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[251] Decision to deploy semiflush fixtures for existing sites and new establishments (Navigation)</b>	<b>Y Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Decision to deploy and implement replacements for semiflush lamps with LEDs <b>Status:</b> Evaluation of LED lamps is in progress. <b>Impacts NextGen:</b> No <b>Critical:</b> Yes	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Last Update:** 30-Jan-2009 at 10:12:16

[252] Next generation of semiflush fixtures using LEDs is available (*Navigation*)

**Target CY Date:** 2012  
**Target FY Date:** FY12 Q2 - FY13 Q1

Next generation of LED semiflush fixtures is available

**Status:** TBD

**Impacts NextGen:** No

**Critical:** Yes

**Last Update:** 30-Jan-2009 at 10:12:16

[253] In-Service Decision for SBS Essential Services (TIS-B/FIS-B) NAS wide implementation (*Surveillance*)

 **Target CY Date:** 2008 Q4  
**Target FY Date:** FY09 Q1

In-Service Decision for limited operations for Traffic Information Service - Broadcast (TIS-B) / Flight Information Service - Broadcast (FIS-B) as part of the ADS-B essential services for NAS ATC operations.

**Status:** ISD has been made in September 2008 for limited used of TIS-B and FIS-B as part of Automatic Dependent Surveillance - Broadcast (ADS-B) essential services system for southern Florida, achieving Initial Operational Capability (IOC)

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:16

[254] In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy (*Surveillance*)

 **Target CY Date:** 2010 Q3  
**Target FY Date:** FY10 Q4

The SBS Program will develop connectivity and validate ADS-B suitability for ATC services through integration to the five primary automation platforms and establish an In-Service Decision (ISD) on ADS-B, ADS-R, TIS-B and FIS-B in Segment 1 by 2010.

**Status:** None. In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy in 2010.

**Impacts NextGen:** Yes

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:16

[255] Decision for the FAA to assume WM/LAT radar operations in Colorado. (*Surveillance*)

 **Target CY Date:** 2010  
**Target FY Date:** FY10 Q2 - FY11 Q1

The FAA ATO-E and Air Traffic Organizations validate acceptable operation of Wide Area Multi-lateration (WM/LAT) systems in Colorado. FAA will make a decision as to assuming WM/LAT operations from the Colorado Transportation Authority.

**Status:** Decision on FAA assuming operations from Colorado DOT in 2010.

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:16

[256] Decision for ASR-11 Technology Refresh Segment 2 to sustain the system through 2025 (*Surveillance*)

**Target CY Date:** 2013  
**Target FY Date:** FY13 Q2 - FY14 Q1

This decision provides a Final Investment Decision (FID) on a technology refresh implementation to sustain the ASR-11 functional and performance to 2025. DP #256 provides a follow-on to the ASR-11 Technology Refresh Segment 1 addressed in DP #99.

**Status:** None

**Impacts NextGen:** No

**Critical:** No

**Last Update:** 30-Jan-2009 at 10:12:16

[257] \*Completed\* JRC FID (JRC 2B) Decision for acquisition of RWSL systems (*Surveillance*)

 **Target CY Date:** 2008  
**Target FY Date:** FY08 Q2 - FY09 Q1  
**Actual Date:** 01-Jun-2008

A JRC FID (JRC 2B) Decision was made to approve acquisition of twenty-two RWSL systems.

**Status:** Completed. RWSL FID was approved by the JRC in June 2008.

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16
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<b>[258] JRC Investment Analysis Readiness Decision (IARD) for LCGS (<i>Surveillance</i>)</b>	<b>Y</b> <b>Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Decision to implement a Pilot Evaluation Program to evaluate LCGS operation at small to medium capacity airports. <b>Status:</b> LCGS Program was not approved by the JRC in October 2008. CIT concerns need to be resolved.	
<b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[259] JRC Decision for RWSL Technology Refresh (<i>Surveillance</i>)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
This is a decision to implement a Technology Refresh Program to sustain the Runway Status Lights (RWSL) system through 2025.	
<b>Status:</b> None <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[260] Decision on ADS-B Rule Compliance (<i>Surveillance</i>)</b>	<b>Target CY Date: 2020</b> <b>Target FY Date: FY20 Q2 - FY21 Q1</b>
Decision for minimum ADS-B avionics equipment for aircraft operating in designated airspace.	
<b>Status:</b> None <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[261] Candidate site(s) selected (<i>Airspace and Procedures</i>)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Results of R&D will determine the candidate areas for the Big Airspace Program.	
<b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[262] Decision to implement Big Airspace at candidate areas (<i>Airspace and Procedures</i>)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY10 Q2 - FY13 Q1</b>
This shall be an Executive Council decision to implement Big Airspace across the determined candidate areas resulting from favorable field tests.	
<b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16	

<b>[263] Review airspace evolution and determine future phases if any (<i>Airspace and Procedures</i>)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Through the results of the FACES R&D and NASA R&D will determine future Airspace projects along with other demand constraints that exist in Airspace.	
<b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:16	



# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[264] Decision to re-design Western Corridor (Airspace and Procedures)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
With completion of SNSA airspace design and analysis effort this decision is to implement the initial airspace changes to Western Corridor. Western Corridor Airspace redesign includes: <ol style="list-style-type: none"><li>1. Southern Nevada Increments</li><li>2. Southern California and phoenix increments</li><li>3. Overlying en route airspace</li><li>4. Connectivity to Bay-to-basin</li></ol> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:16</p>	
<b>[265] Develop concept for RNAV-2 and RNP-2 airspace (Airspace and Procedures)</b>	<b>Target CY Date: 2009 Q3</b> <b>Target FY Date: FY09 Q4</b>
Performance based navigation program to continue to develop RNAV and RNP airspace. This is the Phase 1 research for performance-based access airspace (RNAV-2 at FL180+ and RNP-2 at FL290+). <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:16</p>	
<b>[266] Identify procedures for handling multiple situations with aircraft (Airspace and Procedures)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
Identify procedures for handling the following situations (e.g. aircraft that lose required capability in flight, aircraft climbing into and descending out of performance-based access airspace, implementing flow management that penetrates performance-based access airspace) <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	
<b>[267] Decision to proceed with High Altitude Generic Airspace Concept Phase 1 (Airspace and Procedures)</b>	<b>Target CY Date: 2017</b> <b>Target FY Date: FY17 Q2 - FY18 Q1</b>
TBD - Working with Generic High Conops groups for details of the description. <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	
<b>[268] Identify locations for SIDs &amp; STARs Phase 2 (Airspace and Procedures)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
Determine locations for SIDs & STARs with non-overlay RNAV or RNP SIDs and STARs. Joined to Q-routes where appropriate. <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	
<b>[269] Identify locations (e.g. additional TRACONS and previously re-designed facilities) (Airspace and Procedures)</b>	<b>Target CY Date: 2014</b> <b>Target FY Date: FY14 Q2 - FY15 Q1</b>
Determine locations for SIDs & STARs with non-overlay RNAV or RNP SIDs and STARs and evaluate previously re-designed facilities for update/improvements. <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p>	


# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
<b>[270] Determine SIDs &amp; STARS Vertical Implementation (Airspace and Procedures)</b> <span style="float: right;"><b>Target CY Date:</b> 2014 <b>Target FY Date:</b> FY14 Q2 - FY15 Q1</span>
Decision to provide SIDs & STARS with operationally viable vertical profiles without sacrificing throughput but improving efficiency. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
<b>[271] Wake Turbulence Procedures (Airspace and Procedures)</b> <span style="float: right;"><b>Target CY Date:</b> 2010 <b>Target FY Date:</b> FY10 Q2 - FY11 Q1</span>
Develop Wake based procedures for controllers utilizing the Wake Turbulence Mitigation for Departure (WTMD) system. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
<b>[272] Recommend 1 or 2 test field locations and define automation requirements (Airspace and Procedures)</b> <span style="float: right;"><b>Target CY Date:</b> 2009 Q3 <b>Target FY Date:</b> FY09 Q4</span>
Recommend the first two test fields that will initiate the Big Airspace operational prototype and will provide result to feed future development of the Big Airspace Project. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
<b>[273] FMS Offset TBD (Airspace and Procedures)</b> <span style="float: right;"><b>Target CY Date:</b> 2010 <b>Target FY Date:</b> FY10 Q2 - FY11 Q1</span>
TBD <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
<b>[274] Decision to continue funding Future Airspace Capacity and Efficiency Research (Airspace and Procedures)</b> <span style="float: right;"><b>Target CY Date:</b> 2010 <b>Target FY Date:</b> FY10 Q2 - FY11 Q1</span>
This decision is the continue the FACES research at the end of 2010. <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
<b>[275] Approve Terminal Automation NextGen Mid-Term Work Package Initial investment (Automation)</b> <span style="float: right;"><b>Target CY Date:</b> 2014 <b>Target FY Date:</b> FY14 Q2 - FY15 Q1</span>
Post TAMR Phase 3 functionality - cross domain coordinated TBO <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:17

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<p>[276] <b>Approve Terminal Automation NextGen Mid-Term Workpackage Final investment (<i>Automation</i>)</b></p> <p>Post TAMR Phase 3 functionality - cross domain coordinated TBO</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> Yes</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	<p><b>Target CY Date:</b> 2015 <b>Target FY Date:</b> FY15 Q2 - FY16 Q1</p>
<p>[277] <b>Final Investment Decision for SWIM Segment 2 (Baseline FY12 – 16) (<i>Enterprise Services</i>)</b></p> <p>Final Investment Decision (FID) for SWIM Segment 2 Implementation of an Enterprise Service Bus (ESB) infrastructure functionality and core services.</p> <p><b>Status:</b> On-track for decision.[12/03/08] ESB selection projected for November 2010.</p> <p><b>Impacts NextGen:</b> Yes</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	<p> <b>Target CY Date:</b> 2010 Q2 <b>Target FY Date:</b> FY10 Q3 <b>Actual Date:</b> 24-Sep-2008</p>
<p>[278] <b>Terminal/En Route procedural changes required for Optimized Profile Decent (OPD) are determined (<i>Human Systems Integration</i>)</b></p> <p>TBD</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	<p><b>Target CY Date:</b> 2010 <b>Target FY Date:</b> FY10 Q2 - FY11 Q1</p>
<p>[279] <b>ATCT CHI enhancements required to minimize controller workload associated with additional aircraft and ground vehicle information are determined (<i>Human Systems Integration</i>)</b></p> <p>TBD</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	<p><b>Target CY Date:</b> 2012 <b>Target FY Date:</b> FY12 Q2 - FY13 Q1</p>
<p>[280] <b>Determine controller decision support requirements for surface safety logic algorithms (<i>Human Systems Integration</i>)</b></p> <p>TBD</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	<p><b>Target CY Date:</b> 2013 <b>Target FY Date:</b> FY13 Q2 - FY14 Q1</p>
<p>[281] <b>Controller training and procedures for providing radar-like services to non-towered airports are determined (<i>Human Systems Integration</i>)</b></p> <p>TBD</p> <p><b>Status:</b> TBD</p> <p><b>Impacts NextGen:</b> No</p> <p><b>Critical:</b> No</p> <p><b>Last Update:</b> 30-Jan-2009 at 10:12:17</p>	<p><b>Target CY Date:</b> 2009 Q3 <b>Target FY Date:</b> FY09 Q4</p>

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<p>[282] Validate surface Data Comm message process is equivalent or better than current voice-based surface communications (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p> <p>Impacts NextGen: No</p> <p>Critical: No</p> <p>Last Update: 30-Jan-2009 at 10:12:17</p>	<p>Target CY Date: 2012 Target FY Date: FY12 Q2 - FY13 Q1</p>
<p>[283] Identify and train ATCT departure procedures and decision support tools to support WTMD (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p> <p>Impacts NextGen: No</p> <p>Critical: No</p> <p>Last Update: 30-Jan-2009 at 10:12:17</p>	<p>Target CY Date: 2010 Target FY Date: FY10 Q2 - FY11 Q1</p>
<p>[284] Develop effective training, decision support tools and job aids ensure equivalent ANSP operations for airspace not requiring local ATC knowledge (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p> <p>Impacts NextGen: No</p> <p>Critical: No</p> <p>Last Update: 30-Jan-2009 at 10:12:17</p>	<p>Target CY Date: 2009 Q2 Target FY Date: FY09 Q3</p>
<p>[286] New terminal and en route controllers are developed and trained (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p> <p>Impacts NextGen: No</p> <p>Critical: No</p> <p>Last Update: 30-Jan-2009 at 10:12:17</p>	<p>Target CY Date: 2010 Target FY Date: FY10 Q2 - FY11 Q1</p>
<p>[287] ANSP procedures for delegation of new oceanic climb and descent maneuvers are development (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p> <p>Impacts NextGen: No</p> <p>Critical: No</p> <p>Last Update: 30-Jan-2009 at 10:12:17</p>	<p>Target CY Date: 2010 Target FY Date: FY10 Q2 - FY11 Q1</p>
<p>[288] Determine appropriate ANSP decision support tool requirements for TBM and develop training so that ANSPs can manage trajectories to meet scheduled meter times (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p> <p>Impacts NextGen: No</p> <p>Critical: No</p> <p>Last Update: 30-Jan-2009 at 10:12:17</p>	<p>Target CY Date: 2011 Target FY Date: FY11 Q2 - FY12 Q1</p>
<p>[289] ANSP information needs to support the delegation of responsibility for separation are determined (<i>Human Systems Integration</i>)</p> <p>TBD</p> <p>Status: TBD</p>	<p>Target CY Date: 2012 Target FY Date: FY12 Q2 - FY13 Q1</p>

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17
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<b>[290] Define automated tool requirements to support the assessment of alternate configurations; determine likely ANSP error modes associated with dynamic re-configurations (<i>Human Systems Integration</i>)</b> <span style="float: right;"><b>Target CY Date:</b> 2012 <b>Target FY Date:</b> FY12 Q2 - FY13 Q1</span>
TBD <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17

<b>[291] Identify ANSP Decision support tool requirements which identify conflicts/complexity/density conditions and providing alternatives to resolve the conditions; determine appropriate alerting and feedback mechanisms for using Data Comm (<i>Human Systems Integration</i>)</b> <span style="float: right;"><b>Target CY Date:</b> 2015 <b>Target FY Date:</b> FY15 Q2 - FY16 Q1</span>
TBD <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17

<b>[292] ANSP controller human performance issues associated with reduced separation are developed and mitigation plans created (<i>Human Systems Integration</i>)</b> <span style="float: right;"><b>Target CY Date:</b> 2015 <b>Target FY Date:</b> FY15 Q2 - FY16 Q1</span>
TBD <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:17

<b>[303] Facility Policy Decision (<i>Facilities</i>)</b> <span style="float: right;"><b>Target CY Date:</b> 2009 Q2 <b>Target FY Date:</b> FY09 Q3</span>
TBD <b>Status:</b> NONE <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:18

<b>[304] DataComm Segment 2 FID (<i>Communications</i>)</b> <span style="float: right;"><b>Target CY Date:</b> 2015 <b>Target FY Date:</b> FY15 Q2 - FY16 Q1</span>
DataComm Segment 2 extends CPDLC capability to TRACONS and provides ADS-C and FIS capability. <b>Status:</b> NONE <b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:18

<b>[306] Acquisition Strategy for Automated Flight Service Stations - CONUS (<i>Automation</i>)</b> <span style="float: right;"><b>Target CY Date:</b> 2014 <b>Target FY Date:</b> FY14 Q2 - FY15 Q1</span>
Decision to continue/discontinue AFSS support contract for CONUS <b>Status:</b> No status <b>Impacts NextGen:</b> No <b>Critical:</b> Yes

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

**Last Update:** 30-Jan-2009 at 10:12:18

<b>[309] Identify optimal human-automation functional allocation of resources for mixed environments (<i>Human Systems Integration</i>)</b>	<b>Target CY Date: 2009 Q4</b> <b>Target FY Date: FY10 Q1</b>
TBD	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[310] Metering roles and responsibilities between TFM and En Route are developed (<i>Human Systems Integration</i>)</b>	<b>Target CY Date: 2010</b> <b>Target FY Date: FY10 Q2 - FY11 Q1</b>
TBD	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[313] En Route controller procedures operating under Terminal separations standards are developed ( <i>Human Systems Integration</i>)</b>	<b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b>
TBD	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[314] ANSP human performance issues associated with delegated separation are defined (active vs. monitoring role) (<i>Human Systems Integration</i>)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
TBD	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[315] Negotiated procedures for pilot are developed and tested (<i>Human Systems Integration</i>)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
TBD	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[316] Avionics available for use of dual frequency GBAS/LAAS (<i>Navigation</i>)</b>	<b>Target CY Date: 2018</b> <b>Target FY Date: FY18 Q2 - FY19 Q1</b>
Avionics available for use of dual frequency (GPS L1/L5) GBAS /LAAS	
<b>Status:</b> No Status	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[317] Decision on post-decommission use of NDB spectrum (<i>Navigation</i>)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
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# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

Decision regarding the use of NDB spectrum after NDBs are decommissioned. <b>Status:</b> No status <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:18
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<b>[318] All federal NDBs decommissioned from the NAS (Navigation)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
All federal NDBs decommissioned from the NAS <b>Status:</b> No status <b>Impacts NextGen:</b> No <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[319] Completion of GBAS Cat III prototype and development (Navigation)</b>	<b>Target CY Date: 2010 Q4</b> <b>Target FY Date: FY11 Q1</b>
Successful completion of GBAS Cat III prototype and development work initiates Cat III System Design Approval (SDA). <b>Status:</b> No status <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[320] Decision to implement RVR 1800 at OEP Airports (Navigation)</b>	 <b>Target CY Date: 2008 Q4</b> <b>Target FY Date: FY09 Q1</b>
Flight Standards is driving the requirement with the implementation of FAO 8400.13C and FAO 8260.3B, Change 20. <b>Status:</b> Decision pending requirement per FAO 8400.13C and FAO 8260.3B, Change 20. <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:18	

<b>[321] Increased capacity at ILS/RVR equipped runways during IMC (Navigation)</b>	<b>Target CY Date: 2009 Q1</b> <b>Target FY Date: FY09 Q2</b>
Support 1800/1200 RVR landing minimums on runways without touchdown zone lights and/or centerline lights provided the flight crew uses a flight director, autopilot, or Head-up Display to the decision altitude. <b>Status:</b> TBD <b>Impacts NextGen:</b> Yes <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:18	




<b>[322] RVR 1800 system implementation begins (Navigation)</b>	<b>Target CY Date: 2012</b> <b>Target FY Date: FY12 Q2 - FY13 Q1</b>
RVR 1800 system implementation begins <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:19	

<b>[323] NCIME Acquisition Decision (Navigation)</b>	 <b>Target CY Date: 2009 Q2</b> <b>Target FY Date: FY09 Q3</b>
Joint Resources Council (JRC) for a JRC 2B investment decision. <b>Status:</b> Not assigned <b>Impacts NextGen:</b> No	




# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[324] ALS (I) - Design and development of PAR 56 LED replacement lamps is completed (Navigation)</b>	<b>Target CY Date:</b> 2013 <b>Target FY Date:</b> FY13 Q2 - FY14 Q1
Production of PAR 56 LED lamps will commence upon completion of development of LED replacement lamps. <b>Status:</b> TBD <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[325] Infrared minimum requirement defined for EFVS (Navigation)</b>	 <b>Target CY Date:</b> 2008 Q4 <b>Target FY Date:</b> FY09 Q1
Determine the minimum infrared intensity requirement for EFVS to support the design and development of replacement LED PAR 38 and PAR 56 lamps. <b>Status:</b> Evaluations are in process to determine the minimum infrared intensity requirement for EFVS to support LED lamps for airport and runway lighting for PAR, REIL, ALS, RWSL, etc. <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[326] EFVS Funding decision by AFS (Navigation)</b>	 <b>Target CY Date:</b> 2009 Q4 <b>Target FY Date:</b> FY10 Q1
Funding decision by AFS to implement EFVS within the NAS <b>Status:</b> Not assigned <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[329] RVR SLEP (Navigation)</b>	<b>Target CY Date:</b> 2015 <b>Target FY Date:</b> FY15 Q2 - FY16 Q1
Production level RVR SLEP <b>Status:</b> None <b>Impacts NextGen:</b> No <b>Critical:</b> Yes <b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[338] ATOP NG (Automation)</b>	<b>Target CY Date:</b> 2009 Q1 <b>Target FY Date:</b> FY09 Q2
ADS-B needed? <b>Status:</b> None <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[339] Initial Investment Decision for NAS Voice Switch (Communications)</b>	 <b>Target CY Date:</b> 2010 Q3 <b>Target FY Date:</b> FY10 Q4
Provides air/ground and ground/ground voice communications services for controllers, at new and existing facilities, including GSDFs, ARTCCs, TRACONs and Towers. <b>Status:</b> Program scheduled for a 2010 Initial Investment Decision (IID). <b>Impacts NextGen:</b> Yes <b>Critical:</b> No <b>Last Update:</b> 30-Jan-2009 at 10:12:19	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

<b>[341] Final Investment Decision to transition WMSCR Comms functionality to web access via SWIM Seg 3 &amp; ALDARS Comms to NNEW WP2 (Weather)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
Begins transition of enabling web access to ASOS observations from ADAS and ADAS' ALDARS capability (lightning location identification with nearby ASOS/AWOS/AWSS) into NextGen era via NNEW WP2	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[342] Final Investment Decision for NextGen Weather Radar Capability (Weather)</b>	<b>Target CY Date: 2020</b> <b>Target FY Date: FY20 Q2 - FY21 Q1</b>
This decision will be dependent on other decisions re how ground-based wind shear and ground-based terminal weather surveillance capabilities for both Terminal & En Route will be fielded in the future. There are inter-agency issues here as well as this decision likely involves the replacement of NEXRAD as well as FAA wind shear and Terminal Wx radars.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[343] Investment Decision (IARD) to baseline CIWS in NextGen Wx Processor WP2 (Weather)</b>	<b>Target CY Date: 2013</b> <b>Target FY Date: FY13 Q2 - FY14 Q1</b>
CIWS to meet late 2008/early 2009 with ATO-EC re implementation strategy. Subsequent incorporation of CIWS functionality into WP2 phase of the NextGen Wx Processor will become clearer at that point for its baseline.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[344] Decide on GPS timing backup technology (Enterprise Services)</b>	 <b>Target CY Date: 2009 Q4</b> <b>Target FY Date: FY10 Q1</b>
The technology that will be utilized to provide backup to the GPS timing in support of NAS operational systems and leased services will be determined.	
<b>Status:</b> Technology for operational and leased services is to be determined.	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[345] Implementation strategy decision for GPS timing backup (Enterprise Services)</b>	<b>Target CY Date: 2011</b> <b>Target FY Date: FY11 Q2 - FY12 Q1</b>
The implementation strategy decision for GPS timing backup will determine of the chosen technology, how backup will be provided for both legacy NAS systems, and NextGen systems.	
<b>Status:</b> TBD	
<b>Impacts NextGen:</b> No	
<b>Critical:</b> No	
<b>Last Update:</b> 30-Jan-2009 at 10:12:19	
<b>[346] Final Investment Decision for CATMT Work Package 4 (Automation)</b>	<b>Target CY Date: 2015</b> <b>Target FY Date: FY15 Q2 - FY16 Q1</b>
Final Investment Decision for contents of CATMT Work Package 4	
<b>Status:</b> None	
<b>Impacts NextGen:</b> Yes	
<b>Critical:</b> Yes	
<b>Last Update:</b> 30-Jan-2009 at 10:12:19	

# Roadmap Decisions - All Decisions (Basic)

Generated: 12-Feb-2009 at 19:58:41

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Report Settings
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<p><b>Status Indicators:</b> All <b>States:</b> All <b>Roadmaps:</b> All <b>Impacts NextGen:</b> Either <b>Target Calendar Years:</b> All <b>Column List:</b> Basic <b>Sorted By:</b> Decision Identifier</p>
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