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Systems

Earned Value Management in the Federal Aviation Administration

May 16, 2003

**Office of Communications, Navigation, and
Surveillance Systems**

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Overview

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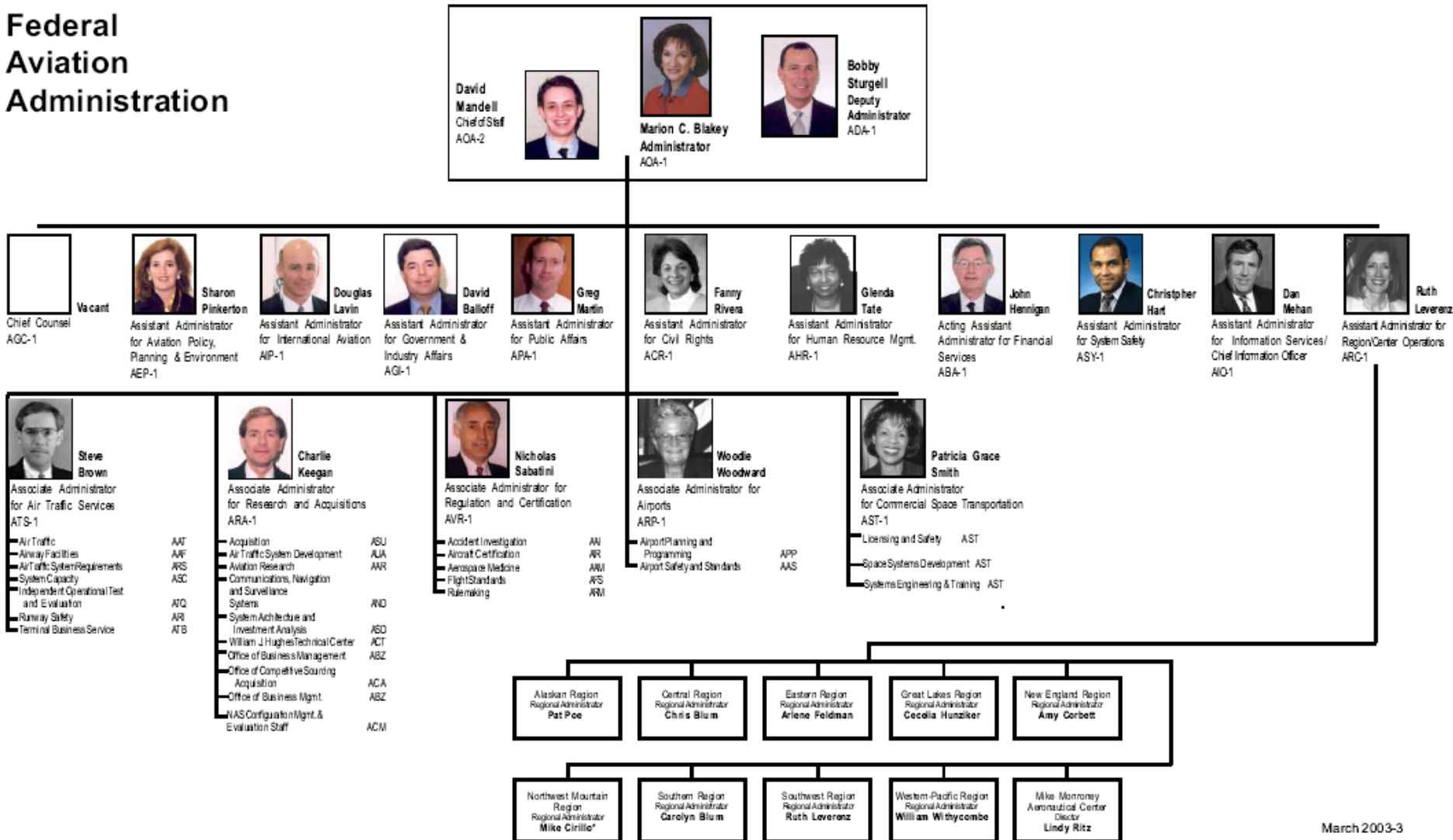
- FAA Organization
- FAA AMS to LMP
- FAA Reorganization to PBO
- FAA Projects
- Industry Support Needed
- OMB Guidance
- Final Thought



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Federal Aviation Administration



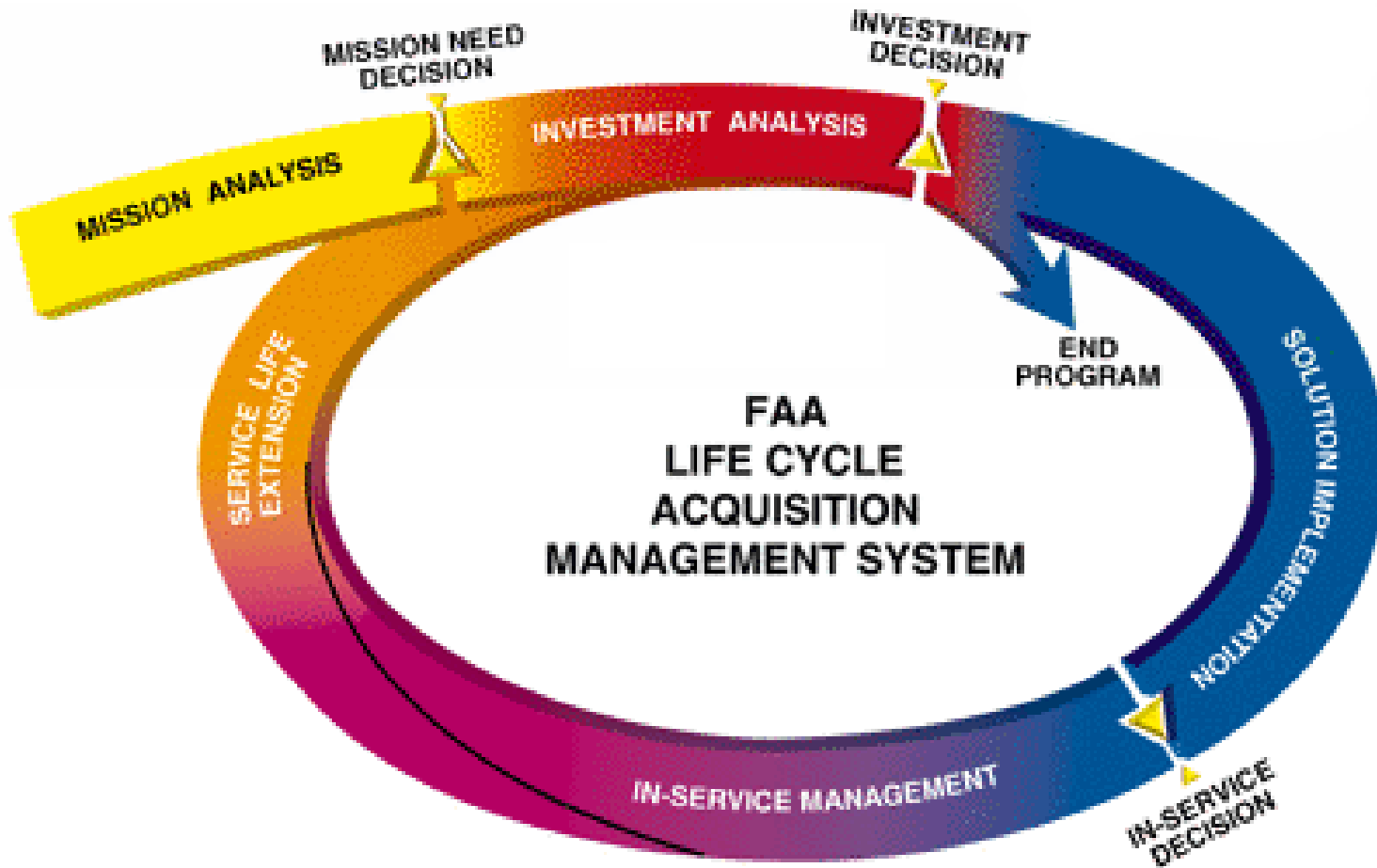
*Tom Busker continues as acting administrator for the time being.



FAA AMS

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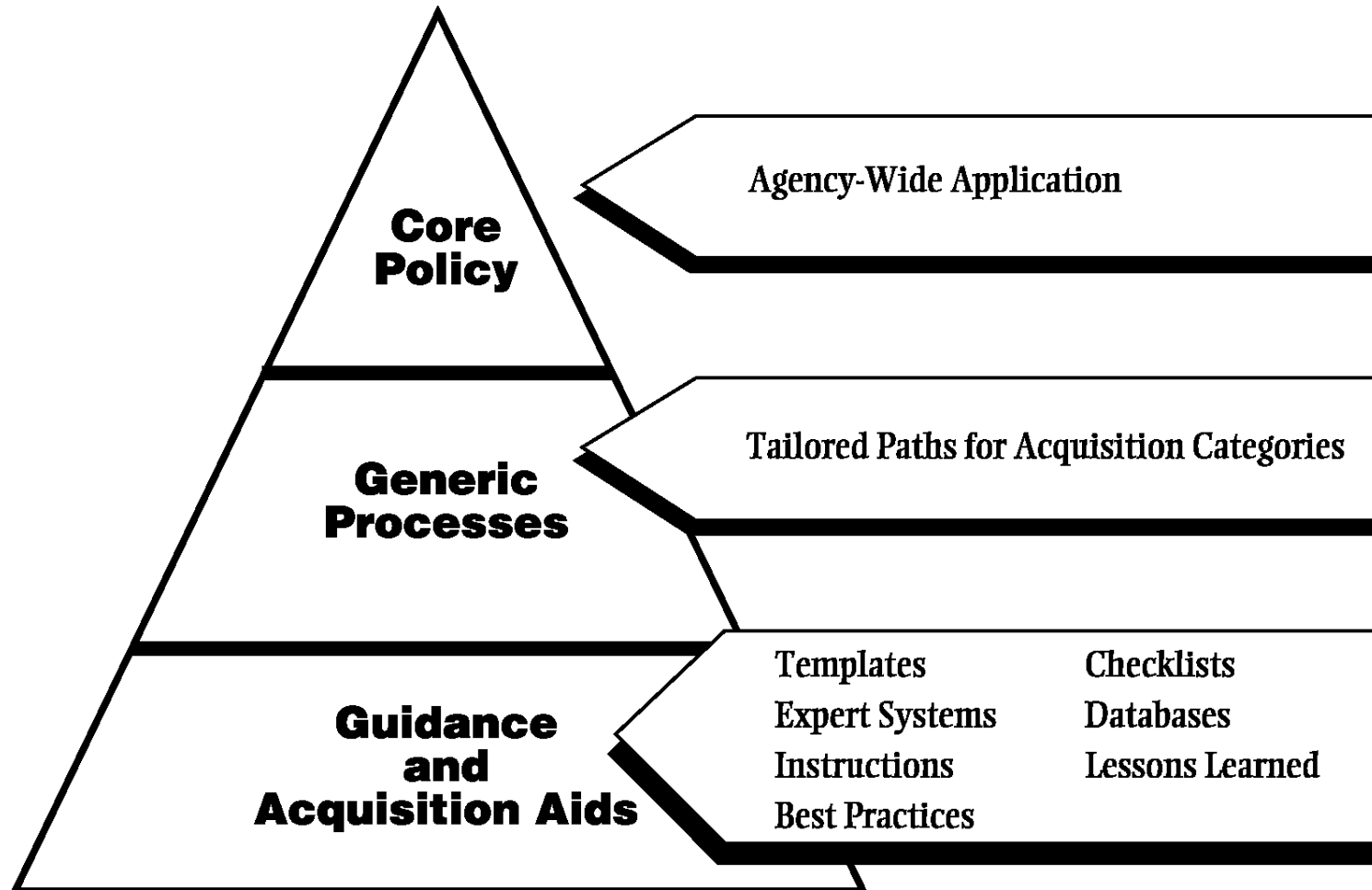
<http://fast.faa.gov/>



AMS Structure

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FAA EVM

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- Part of Procurement Guidance (Jan 99)
- Inconsistent application
- Guidance revised to reflect Industry Standard (Oct 02)
- Next - include in new Lifecycle Management Policy (LMP) and develop a consistent FAA application



AMS transition to LMP

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- Link agency strategic goals directly to service needs
- Measure performance against goals
- Applies to all appropriations
 - Research, Engineering, and Development (RE&D)
 - Facilities and Equipment (F&E)
 - Operations (OPS)
- Requires that both policy and guidance be followed unless there is a rational/documentated basis for other action.
- Work is still in process



PBO

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- Direction to create a Performance Based Organization within FAA
- Will combine Research and Acquisition with Air Traffic
 $(ARA) + (ATS) = ATO$
- Connected with search for new FAA Chief Operating Officer (COO)
- Still not a current implementation schedule



FAA Projects

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- Advanced Technology and Oceanic Procedures (ATOP)
- Airport Surface Detection Equipment (ASDE-X)
- Air Traffic Control Beacon Interrogator (ATCBI-6)
- Automated Flight Service Station Voice Switch (AFSSVS)
- Integrated Terminal Weather System (ITWS)
- Local Area Augmentation System (LAAS)
- Next Generation Air-to-Ground Communications (NEXCOM)
- Operational and Supportability Implementation System (OASIS)
- Standard Terminal Automation Replacement System (STARS)
- Wide Area Augmentation System (WAAS)



How You Can Help?

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- Transfer knowledge gained from DoD support to company entities that support other government agencies
- Include non-DoD companies in your discussions and deliberations on EVM applications in industry
- Support, emphasize, and use EVM as a joint government/industry management tool, not just a reporting tool
- Help us in our development of surveillance processes that will ensure effective, reliable and timely data



OMB Guidance

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- Significant impact from the new Exhibit 300 guidelines
- Some FAA organizations have now rediscovered EVM
 - Starting to see EVM applied to more areas
 - More interest from analysis organizations
- Currently developing methods to produce program data
 - This will take time to develop
 - Working with our IPTs and analysis organizations
- New reporting guidelines from Acquisition Executive
 - Information presented parallels Exhibit 300 requirements
 - Grappling with the program level reporting requirement



Final Thought

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To completely expand EVMS usage and general application across the board to all government agencies and all industries that support those government agencies, perhaps both NDIA and DCMA should devise a way to remove the

D

from their names.



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Backups



Acquisition Reform Background

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- 1996 DOT Appropriation Act

"In consultation with such non-governmental experts in acquisition management systems as he may employ, and notwithstanding the provisions of Federal acquisition law, the Administrator of the FAA shall develop and implement an acquisition management system for the FAA that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost effective acquisitions of equipment and materials."



Acquisition Reform Background (cont)

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- Provisions of law that shall not apply:
 - ◆ Title III of Federal Property and Administrative Services Act of 1949 (41 U.S.C. 252-266)
 - ◆ OFPP Act (41 U.S.C. 401)
 - ◆ FASA of 1994 (P.L. 103-355)
 - ◆ Small Business Act (15 U.S.C. 631)
(Retain reasonable opportunities)
 - ◆ Competition in Contracting Act
 - ◆ Title 31 Procurement Protest System (chapter 35)
 - ◆ Brooks ADP Act (40 U.S.C. 759)
 - ◆ Federal Acquisition Regulations



AMS Key Features

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- Establishes a lifecycle partnership between users and providers so final products and services are what users/ customers want and need.
- Creates a seamless lifecycle acquisition management process that extends from mission analysis to product disposal.
- Provides a framework for evolutionary product development so the upgrade of complex systems can be faster and cheaper.
- Stresses preference for commercial and nondevelopmental solutions to mission needs.
- Institutes continuous process improvement throughout the agency.



AMS Key Features (cont)

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- Places resource decision-making at the Corporate level and program decision making with Integrated Product Teams to increase the pace of doing business and stabilize program execution.
- Establishes a strong capability for mission analysis that looks forward in time to identify and prioritize needs before they become operational problems.
- Establishes a strong capability for investment analysis that ensures rigorous and impartial treatment of alternative strategies for satisfying mission need, while also achieving "buy-in" from the users who must live with the solution and from the providers who deliver it.
- Unifies Acquisition Management System processes with agency planning, programming, and budgeting, the NAS Architecture, and long-range strategic planning.