

CHANGE REQUEST COVER SHEET

Change Request Number: 13-53 (part 1)

Date Received: 4/26/2013

Title: i2i - AMS Integration

Name: David Lankford

Phone: 202-267-8407

Policy OR Guidance: Policy

Section/Text Location Affected: Multiple paragraphs in AMS Sections 1, 2, and 4; Appendices A, C, and D

Summary of Change: Integrates key i2i principles and processes into AMS policy. This also incorporates Change Requests #13-55 and #13-12

Reason for Change: Retain AMS as the singular policy document in the FAA governing how we manage our investment resources; update AMS to include key engineering and management practices already in place; and strengthen AMS strategic planning processes.

Development, Review, and/or Concurrence: ANG, AAP, AFI, AVS, ATO, AIO Acquisition Executive Board members, Acquisition System Advisory Group members, Joint Resources Council.

Target Audience: FAA acquisition workforce

Potential Links within FAST for the Change: All artifacts in FAST and the acquisition practices website.

Briefing Planned: Yes

ASAG Responsibilities: Approve

Potential Links within FAST for the Change: All artifacts in FAST and the acquisition practices website.

Links for New/Modified Forms (or) Documents (LINK 1)

Links for New/Modified Forms (or) Documents (LINK 2)

Links for New/Modified Forms (or) Documents (LINK 3)

SECTIONS EDITED:

Acquisition Management Policy:

Section 1.1.2 : Scope and Structure [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.1.4 : Applicability [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.1.5 : FAA Lifecycle Management Process [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.1 : Strategic Planning, Management, and Budgeting [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.2 : FAA Enterprise Architecture [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.3 : Service Management [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.4 : Portfolio Management [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.4.1 : Agency-Wide Portfolio Management [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.4.1.1 : Portfolio Management Governance [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.4.1.2 : Portfolio Management Criteria [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.4.2 : Operational Capability Portfolios [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.5 : Acquisition Categories [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.6 : Lifecycle Management Decision-Making [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.7 : Acquisition Quarterly Program Reviews [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.8 : TechStat Reviews [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.9 : Cost Accounting [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.10 : Workforce Development and Qualification [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.15 : AMS Lifecycle Management Documentation [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

Acquisition Management Policy:

Section 1.2.16 : OMB Budget Documentation [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

SECTIONS EDITED:

Section 1.1.2 : Scope and Structure

Old Content: Acquisition Management Policy:

Section 1.1.2 : Scope and Structure

Acquisition management policy is organized as follows:

Section 1 summarizes AMS policy and defines key management elements. Section 2 defines the phases and decision points of FAA's lifecycle management process. Section 3 is FAA's procurement policy. Section 4 defines policy for critical lifecycle management functions and disciplines. Appendix A defines roles and responsibilities for key FAA organizations. Appendix B defines policy for AMS planning documents. Appendix C defines terms used in the policy. Appendix D is a glossary of acronyms. Appendix E lists laws and executive branch policy applicable to the FAA.

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Section 1.1.2 : Scope and Structure

Acquisition management policy is organized as follows:

- Section 1 summarizes AMS policy and defines key management elements;
- Section 2 defines phases and decision points of FAA's lifecycle management process;
- Section 3 is FAA's procurement policy;
- Section 4 defines policy for critical lifecycle management functions and disciplines;
- Section 5 defines FAA acquisition career management policy;
- Appendix A defines roles and responsibilities for key FAA organizations;
- Appendix B defines policy for AMS planning documents;
- Appendix C defines terms used in the policy;
- Appendix D is a glossary of acronyms; and
- Appendix E lists laws and executive branch policy applicable to FAA.

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- Appendix A defines roles and responsibilities for key FAA organizations~~;~~_;
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Acquisition management policy applies to all FAA organizations, all appropriations, and all investment programs. This includes all capital investments in the National Airspace System and FAA administrative and mission support systems. The policy does not apply to the Airport Improvement Program, which provides grants to state and local entities as authorized under Title 49, United States Code, Chapter 471.

FAA adheres as a matter of policy to certain Government-wide laws, regulations, and executive agency requirements. Appendix E highlights many external requirements with which investment programs comply. Consult the Office of Chief Counsel about whether a particular law, regulation, or directive applies to acquisition management.

The Acquisition Executive is assigned responsibility for acquisition management policy by the Administrator, and may approve waivers, deviations, or tailoring on a case-by-case basis.

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The FAA follows, as a matter of policy, certain Government-wide laws, regulations, and Executive agency requirements. Appendix E highlights many external requirements with which investment programs comply. Consult the Office of Chief Counsel about whether a particular law, regulation, or directive applies to acquisition management.

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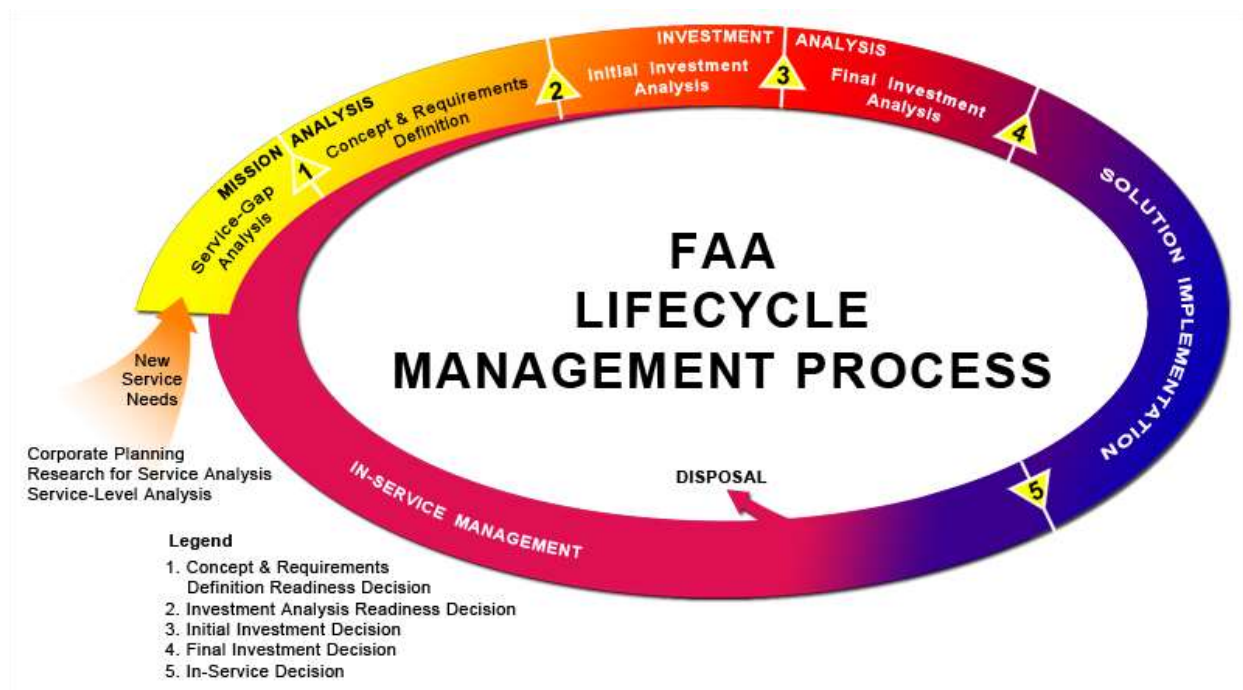
Section 1.1.5 : FAA Lifecycle Management Process

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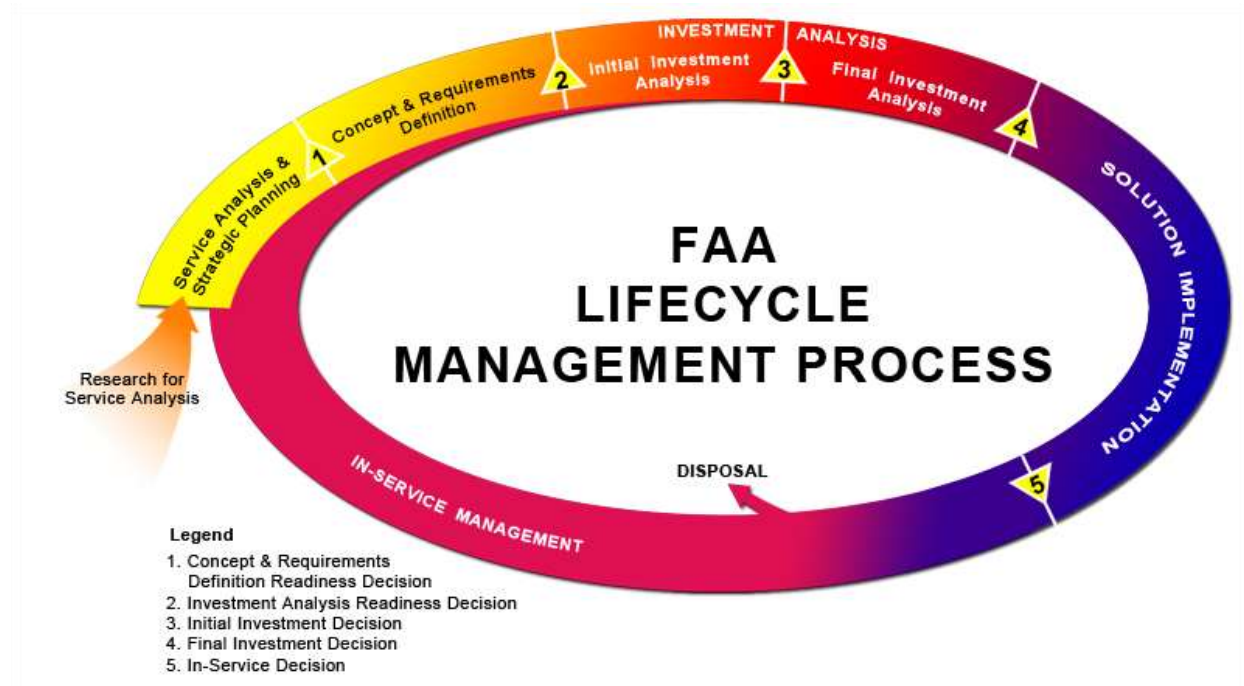
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Section 1.2.1 : Integrated Strategic Planning, Management, and Budgeting

Old Content: Acquisition Management Policy:

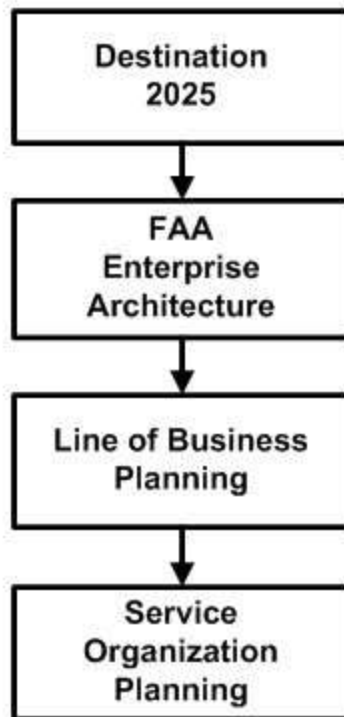
Section 1.2.1 : Integrated Strategic Planning, Management, and Budgeting

The Government Performance and Results Act of 1993, requires Federal agencies to have measurable performance targets tied to agency goals and objectives. These targets serve as the basis for planning capital investments and measuring progress.

The FAA supports this requirement through a strategic management process that forecasts the future aviation environment and captures goals, objectives, and performance targets in its strategic plan, Destination 2025. Destination 2025 links the long-range vision and goals for the agency directly to the service needs of customers and defines top-level performance measures and multi-year performance targets.

Destination 2025 sets the context for the FAA enterprise architecture and all lower-level plans and budgets within the agency. FAA lines of business and staff offices align their planning to the goals and objectives in Destination 2025. Service organizations within the lines of business in turn align their business and operating plans to line-of-business planning. These relationships are illustrated in Figure 1.2.1-1 FAA Strategic Planning, Management, and Budgeting.

**Figure 1.2.1-1 FAA Strategic Planning, Management,
and Budgeting**



The Strategy, Budget, and Planning Committee sets overall agency strategy, establishes policy and priorities, oversees planning and budgeting processes, and measures performance for FAA. The committee relies on executive-chaired subcommittees for coordination and outreach in the following key areas to ensure success: strategy and policy, budget, and performance.

Service organizations develop integrated business plans and budgets across all appropriations to achieve full lifecycle support of service delivery. Planning is realistic within budgetary constraints. Success or failure in achieving performance goals influences future planning and budgeting decisions. Resources are dedicated to key activities such as mission analysis and investment analysis.

The Chief Financial Officer formulates the budget across lines of business and staff offices; tracks actual performance against planned execution based on input from these organizations; records approved resource adjustments to FAA plans and budgets; and incrementally moves FAA planning and budgeting forward each year. The Chief Financial Officer also develops the Facilities and Equipment (F&E), Research, Engineering, and Development (RE&D), and Operations (OPS) budget requests.

Planning for the Airport Improvement Program is coordinated with planning for the RE&D, F&E, and OPS appropriations so that capital assets necessary to support new and expanded airport operations are available when needed.

The FAA reports facility and equipment expenditures to Congress in the Capital Investment Plan; research, engineering, and development resource requirements in the National Aviation Research Plan; and operations funding requirements in the annual budget request to Congress.

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The NAS Concept of Operations specifies the operational capabilities that the National Airspace System will have over time. Together, the FAA strategic plan and NAS Concept of Operations set the primary context for the FAA Enterprise Architecture and all lower-level plans and budgets within the agency. FAA lines of business and staff offices align their planning to the goals and objectives in FAA strategic planning. Service organizations within the lines of business in turn align their business and operating plans to line-of-business planning. These relationships are illustrated in Figure 1.2.1-1 FAA Strategic Planning, Management, and Budgeting.

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The Administrator approves the FAA strategic plan; the NextGen Management Board approves the NAS Concept of Operations; the Joint Resources Council approves the FAA Enterprise Architecture.

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Section 1.2.2 : Enterprise Architecture

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The enterprise architecture defines the operational and technical framework for all capital assets of the FAA. It describes the agency's current and target architectures, as well as the transition strategy for moving from the current to the target architecture. The enterprise architecture is approved annually by the Joint Resources Council in support of FAA budget and strategic management processes.

The enterprise architecture has three components: the National Airspace System (NAS) architecture, the NAS regulatory architecture, and the non-NAS architecture (See Figure 1.2.2-1 FAA Enterprise Architecture).

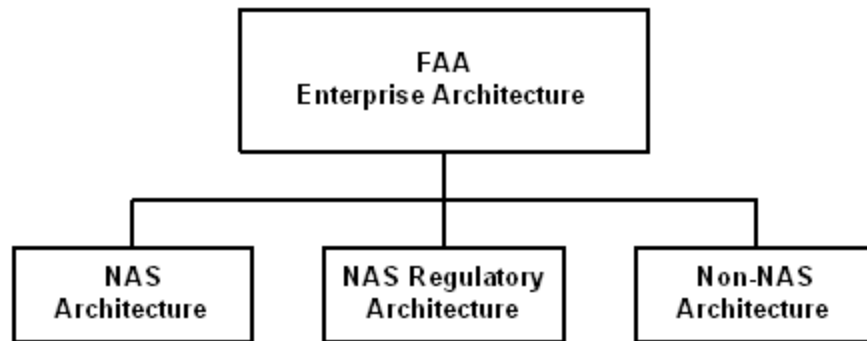


Figure 1.2.2-1 FAA Enterprise Architecture

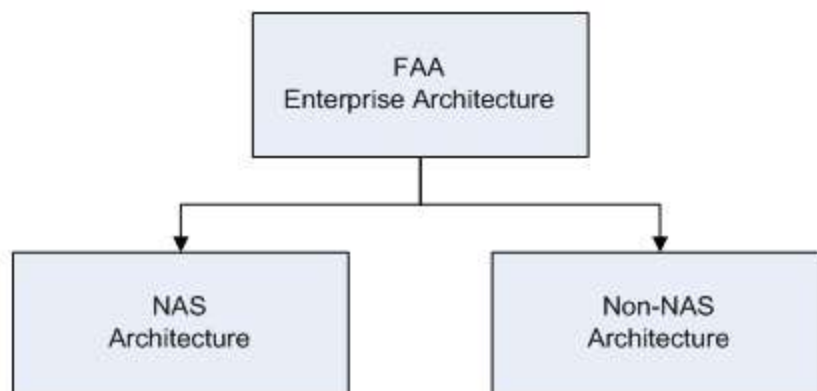
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New Content: Acquisition Management Policy:
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The FAA Enterprise Architecture (referred to as the enterprise architecture throughout AMS policy) defines the operational and technical framework for all capital assets of the FAA. It describes the agency's current and target architectures, as well as the transition strategy for moving from the current to the target architecture. The enterprise architecture is approved annually by the Joint Resources Council in support of FAA budget and strategic management processes.

The enterprise architecture has two components: the National Airspace System (NAS) architecture and the non-NAS architecture (See Figure 1.2.2-1 FAA Enterprise Architecture). The NAS architecture is comprised of the systems, people, and procedures necessary for command and control of the National Airspace System. It also includes mission-support systems that manage or design command and control components and air traffic procedures. The non-NAS architecture is comprised of the information technology operations and investments needed for agency business administration and planning. It includes all mission-support applications, systems, policies, and procedures not directly involved in air traffic control.

Figure 1.2.2-1 FAA Enterprise Architecture



The FAA Enterprise Architecture Board governs the enterprise architecture. The Chief Information Officer maintains it. The Enterprise Architecture Service Division administers the NAS architecture. The Office of Information Technology Research and Development administers the non-NAS architecture.

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Section 1.2.3 : Service Management

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Acquisition management policy is structured to apply FAA investment resources to the cost-effective delivery of safe and secure services to its customers. The delivery of these services is accomplished through service organizations, which are responsible and accountable for lifecycle management of service delivery.

A service organization is any organization that manages investment resources regardless of appropriation to deliver services. It may be a service unit, program office, or directorate, and may be engaged in air traffic services, safety, security, regulation, certification, operations, commercial space transportation, airport development, or administrative functions.

Service organizations bring together the stakeholders and specialists necessary to plan, obtain, manage, and sustain assigned services throughout their lifecycle. A service may be delivered directly to a customer, such as flight planning for general aviation, or to other service organizations that deliver end services to customers. Together, service organizations span the spectrum of FAA activity and responsibility.

Service organizations manage service delivery by means of integrated portfolios of capital investments and operational assets. These portfolios includes investment assets under acquisition; fielded equipment, legacy systems, infrastructure, and facilities; and all other types of resources.

Service organizations perform service analysis annually to determine what capabilities must be in place now and in the future to meet agency goals and the service needs of customers and to move planning forward each year. Results are captured in enterprise architecture roadmaps, which are the transition plans for moving the current “as is” architecture to the future “to be” state. These roadmaps are the foundation for line-of-business and staff office business plans, which in turn are the basis for service organization operating plans.

The operating plan of each service organization specifies how it will manage its operational assets and investment initiatives over time to sustain and improve service delivery. Each operating plan is maintained on a continuing basis and updated yearly to reflect progress against plan, congressional or executive direction, emerging customer needs, and critical aviation incidents. Service organizations track performance, accomplishments, and resource expenditures relative to the operating plan, and take corrective action as necessary to achieve agreed upon goals and objectives. Service organizations work closely with each other to manage shared assets efficiently and effectively.

The Office of Management and Budget (OMB) directs all government agencies to use an earned value management system that complies with the industry EVMS Standard, EIA-748 for capital investment programs involving development, modernization, or enhancement. Service organizations comply with this directive, which includes an integrated baseline review of cost and schedule projections within six months of contract award or program baseline approval. The earned-value management focal point reports quarterly the earned-value status of major investment programs to the Joint Resources Council. Earned-value management data is also provided on all investment programs within the service organization investment portfolio at service-level reviews.

Service organizations manage investment programs during solution implementation within controlled acquisition program baselines approved at the final investment decision. They take action to correct negative variance from any cost, schedule, or performance baseline measure. Negative variances that exceed five percent must be reported to the investment decision authority that approved the investment. Negative variances that exceed 10 percent must be reported to the Joint Resources Council quarterly and at service-level reviews along with an explanation of the cause(s), impact on service delivery, and a recovery strategy. The Administrator must notify the Congress of any program cost or schedule variance exceeding 50 percent and must either terminate the activity or justify why it should be continued and provide a recovery plan. When the investment decision authority determines an investment program cannot recover from a degenerating negative baseline variance, it may elect to rebaseline the effort by adding resources or changing its scope or schedule, or it may decide to terminate the activity.

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The Office of Management and Budget (OMB) directs all ~~government~~ **Government** agencies to use an earned value management- **(EVM)** system- that complies with the industry EVMS Standard, ~~EIA~~ **American National Standard Institute, Electronic Industries Alliances**-748, for capital investment programs involving development, modernization, or enhancement. Service organizations comply with this directive, which includes an integrated baseline review of cost and schedule projections within six months of contract award or program baseline approval. The earned-value management focal point reports quarterly the earned-value status of major investment programs to the Joint Resources Council. ~~Earned-value management data is also provided on all investment programs within the service organization investment portfolio at service level reviews.~~

Service organizations manage investment programs during solution implementation within controlled acquisition program baselines approved at the final investment decision. They take action to correct negative variance from any cost, schedule, or performance baseline measure.

~~Negative variances that exceed five percent must be reported to the investment decision authority that approved the investment.~~ Negative variances that exceed 10 percent must be reported quarterly to the Joint Resources Council ~~quarterly and at service level reviews,~~ along with an explanation of the cause(s), impact on service delivery, and a recovery strategy. The Administrator must notify the Congress of any program cost or schedule variance exceeding 50 percent and must either terminate the activity or justify why it should be continued and provide a recovery plan. When the ~~investment decision~~ Joint Resources authority Council determines an investment program cannot recover from a degenerating negative baseline variance, it may elect to rebaseline the effort by adding resources or changing its scope or schedule, or it may decide to terminate the activity.

Section 1.2.4 : Portfolio Management

Old Content: Acquisition Management Policy:

Section 1.2.4 : Portfolio Management

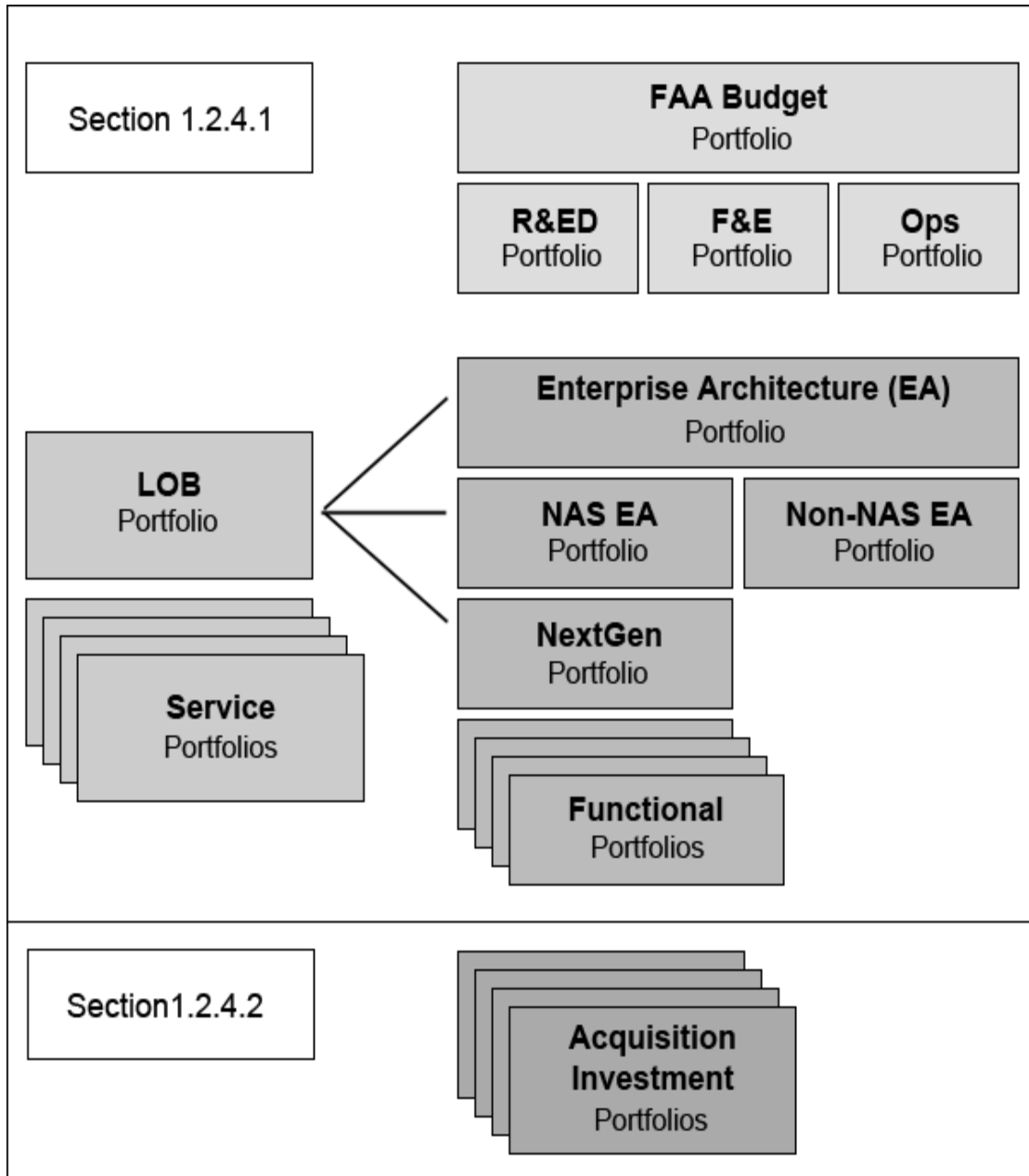
The FAA views and manages its investment and operational assets through multiple levels and groupings of portfolios to ensure they work together efficiently to achieve agency strategic, mission, and service goals. At the agency level, the entire FAA budget is a portfolio of planned expenditures organized to balance support of existing operational services with investment in new capability. Within this portfolio, the R&ED, F&E, and Operations appropriations are distinct portfolios that allocate research, investment, and operational funding to the most pressing service needs of the aviation community. Similarly, the Enterprise Architecture is a portfolio with investments and assets that make up the National Airspace System (NAS) and administrative and mission support information technology (non-NAS). The Enterprise Architecture can be viewed as distinct portfolios segmented in different ways for specific purposes. For example, the NextGen portfolio is the set of all FAA investments that are part of the NextGen architecture.

Acquisition investment portfolios are rational groupings of investment programs proceeding through the AMS lifecycle management process that have critical interdependences which must be taken into account when making investment decisions for individual components of the portfolio.

Investment decision authorities use portfolio management in conjunction with strategic planning, the enterprise architecture, and outcome-based performance measures when making investment decisions and managing selected groupings of investments.

Figure 1.2.4-1 illustrates the levels and groupings of FAA portfolios, which are organized into standard high-level agency-wide portfolios (Section 1.2.4.1) and specific acquisition investment portfolios (Section 1.2.4.2).

Figure 1.2.4-1 Portfolio Management in FAA



AMS policy does not create a universal definition for the term “portfolio management.” It establishes the definition and policy for several standard agency-wide high-level portfolios, and the definition and policy for an acquisition investment portfolio which is one classification of a portfolio (at levels below the agency-wide high-level portfolios). This policy does not preclude other types of portfolios within the agency, nor does it provide policy or guidance for managing them.

New Content: Acquisition Management Policy:
Section 1.2.4 : Portfolio Management

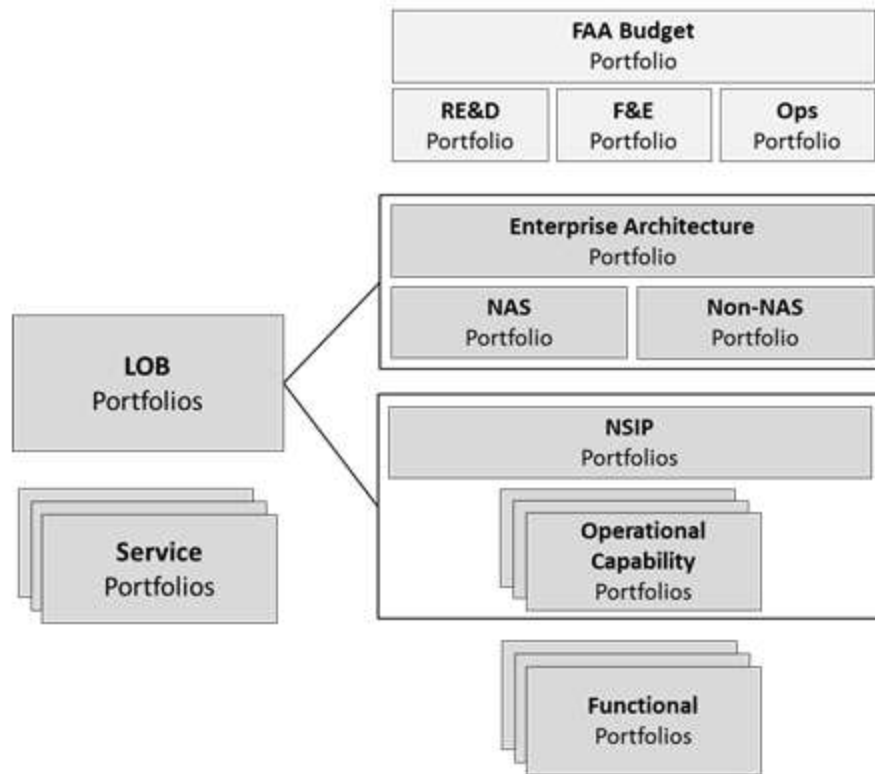
The FAA views and manages its investment and operational assets through multiple levels and groupings of portfolios to ensure they work together efficiently to achieve agency strategic, mission, and service goals. At the agency level, the entire FAA budget is a portfolio of planned expenditures organized to balance support of existing operational services with investment in new capability. Within this portfolio, the R&ED, F&E, and Operations appropriations are distinct portfolios that allocate research, investment, and operational funding to the most pressing service needs of the aviation community. Similarly, the enterprise architecture is a portfolio with investments and assets that make up the National Airspace System (NAS) and administrative and mission support information technology (non-NAS). The enterprise architecture can be viewed as distinct portfolios segmented in different ways for specific purposes.

Operational capability portfolios are rational groupings of NAS investment programs proceeding through the AMS lifecycle management process that have critical interdependences which must be taken into account when making investment decisions for individual components of the portfolio.

The Joint Resources Council uses portfolio management in conjunction with strategic planning, the enterprise architecture, and outcome-based performance measures when making investment decisions and managing selected groupings of investments.

AMS policy does not create a universal definition for the term “portfolio management.” It establishes the definition and policy for several standard agency-wide portfolios (Section 1.2.4.1) and for operational capability portfolios (Section 1.2.4.2). This policy does not preclude other types of portfolios within the agency, nor does it provide policy or guidance for managing them. Figure 1.2.4-1 illustrates the levels and groupings of FAA portfolios.

Figure 1.2.4-1 Portfolio Management in FAA



Red Line Content: Acquisition Management Policy:
Section 1.2.4 : Portfolio Management

The FAA views and manages its investment and operational assets through multiple levels and groupings of portfolios to ensure they work together efficiently to achieve agency strategic, mission, and service goals. At the agency level, the entire FAA budget is a portfolio of planned expenditures organized to balance support of existing operational services with investment in new capability. Within this portfolio, the R&ED, F&E, and Operations appropriations are distinct portfolios that allocate research, investment, and operational funding to the most pressing service needs of the aviation community. Similarly, the ~~Enterprise Architecture~~enterprise architecture is a portfolio with investments and assets that make up the National Airspace System (NAS) and administrative and mission support information technology (non-NAS). The ~~Enterprise Architecture~~enterprise architecture can be viewed as distinct portfolios segmented in different ways for specific purposes. ~~For example, the NextGen portfolio is the set of all FAA investments that are part of the NextGen architecture.~~

~~Acquisition investment~~Operational capability portfolios are rational groupings of NAS investment programs proceeding through the AMS lifecycle management process that have critical interdependences which must be taken into account when making investment decisions for individual components of the portfolio.

~~Investment~~The Joint decision authorities use Resources Council uses portfolio management in conjunction with strategic planning, the enterprise architecture, and outcome-based performance measures when making investment decisions and managing selected groupings of investments.

~~Figure 1.2.4-1 illustrates the levels and groupings of FAA portfolios, which are organized into standard high level agency wide portfolios (Section 1.2.4.1) and specific acquisition investment portfolios (Section 1.2.4.2). Figure 1.2.4-1 Portfolio Management in FAA—AMS policy does not create a universal definition for the term “portfolio management.” It establishes the definition and policy for several standard agency-wide high level portfolios; and the (Section definition 1.2.4.1) and policy for an acquisition investment portfolio operational which capability is one classification of a portfolio- (at levels below the agency wide high level Section portfolios 1.2.4.2).~~ This policy does not preclude other types of portfolios within the agency, nor does it provide policy or guidance for managing them. Figure 1.2.4-1 illustrates the levels and groupings of FAA portfolios.

Figure 1.2.4-1 Portfolio Management in FAA

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INSERT GRAPHIC

Section 1.2.4.1 : Agency-Wide High-level Portfolio Management

Old Content: Acquisition Management Policy:

Section 1.2.4.1 : Agency-Wide High-level Portfolio Management

The FAA implements agency-wide high-level portfolio management at multiple organizational levels and within a unified functional framework:

Corporate Portfolio Management - The FAA, through the Joint Resources Council and other means, manages the overall agency investment portfolio with the following:

Enterprise Architecture: The enterprise architecture portrays the "as is" and "to be" state of FAA operational assets along with roadmaps that lay out over time what investments will be made to achieve the end-state configuration. The enterprise architecture is developed and updated annually by analyzing the functions the FAA needs to provide based on identified gaps in needed services over time. This view of the corporate-level portfolio is presented to the Joint Resources Council each year for approval.

FAA Budget: The budget is developed using the strategic management process that ties it to the needs in the enterprise architecture and the goals in Destination 2025 to create a unified performance-based budget. The budget is reviewed each year considering several corporate-level portfolio measures including progress in meeting Destination 2025 goals, budget allocations relative to Destination 2025 targets, and assessments of under-

performing programs using earned value management. This information is presented to the Joint Resources Council annually when it reviews the agency budget submission.

Service Portfolios: Each service organization develops and maintains a service portfolio of investment programs and operational assets that optimize service delivery over time. Each service portfolio is presented to the Joint Resources Council at service-level reviews.

Line-of-Business Portfolio Management – Each line of business and staff office oversees, coordinates, and integrates the service portfolios of its service organizations to achieve the greatest overall contribution to agency strategic goals and targets.

Service Portfolio Management - Service organizations (e.g., terminal services, en-route services, regulatory services, certification services) manage integrated sets of investment and operational assets to optimize service delivery over time.

Functional Portfolio Management - The NexGen organization oversees investment packages that cut across service organizations to provide fully integrated functional capability for the National Airspace System in such areas as weather, surveillance, communications, automation, and navigation. More than one service organization may be involved with implementation and in-service management of these investment packages.

New Content: Acquisition Management Policy:
Section 1.2.4.1 : Agency-Wide Portfolio Management

The FAA implements agency-wide portfolio management at multiple organizational levels and within a unified functional framework:

Corporate Portfolio Management - The FAA, through the Joint Resources Council and other means, manages the overall agency investment portfolio with the following:

Enterprise Architecture: The enterprise architecture portrays the "as is" and "to be" state of FAA operational assets along with roadmaps that lay out over time what investments will be made to achieve the end-state configuration. The enterprise architecture is developed and updated annually by analyzing the functions the FAA needs to provide based on identified gaps in needed services over time. This view of the corporate-level portfolio is presented to the Joint Resources Council each year for approval.

FAA Budget: The budget is developed using a strategic management process that ties it to the needs in the enterprise architecture and the goals in the FAA strategic plan to create a unified performance-based budget. The budget is reviewed each year considering several corporate-level portfolio measures including progress in meeting FAA strategic goals, budget allocations relative to strategic planning targets, and assessments of under-performing programs using earned value management. This information is presented to the Joint Resources Council annually when it reviews the agency budget submission.

Line-of-Business Portfolio Management - Each line of business and staff office oversees, coordinates, and integrates the service portfolios of its service organizations to achieve the greatest overall contribution to agency strategic goals and targets.

Service Portfolio Management - Service organizations (e.g., terminal services, en-route and oceanic services, regulatory services, certification services) manage integrated sets of investment and operational assets to optimize service delivery over time.

NAS Segment Implementation Portfolio Management - The NextGen organization oversees investment portfolios that cut across service organizations to provide fully integrated operational capabilities for the National Airspace System in such areas as precision-based navigation and improved runway operations. More than one service organization may be involved with implementation and in-service management of these investment packages.

Functional Portfolio Management - The NextGen organization oversees investment packages that cut across service organizations to provide fully integrated functional capability for the National Airspace System in such areas as weather, surveillance, communications, automation, and navigation. More than one service organization may be involved with implementation and in-service management of these investment packages.

Red Line Content: Acquisition Management Policy:

Section 1.2.4.1 : Agency-Wide ~~High-level~~ Portfolio Management

The FAA implements agency-wide ~~high-level~~ portfolio management at multiple organizational levels and within a unified functional framework:

Corporate Portfolio Management - The FAA, through the Joint Resources Council and other means, manages the overall agency investment portfolio with ~~the~~ the following:

Enterprise Architecture: The enterprise architecture portrays the "as is" and "to be" state of FAA operational assets along with roadmaps that lay out over time what investments will be made to achieve the end-state configuration. The enterprise architecture is developed and updated annually by analyzing the functions the FAA needs to provide based on identified gaps in needed services over time. This view of the corporate-level portfolio is presented to the Joint Resources Council ~~each~~ each year for approval.

FAA Budget: The budget is developed using ~~the~~ a strategic management process that ties it to the needs in the enterprise architecture and the goals in ~~Destination 2025-~~ the FAA strategic plan to create a unified performance-based budget. The budget is reviewed each year considering several corporate-level portfolio measures including progress in meeting ~~Destination 2025-~~ FAA strategic goals, budget allocations relative to ~~Destination strategic 2025~~ planning targets, and assessments of under-performing programs using earned value management. This information is presented to the Joint Resources Council annually when it reviews the agency budget submission.

~~Service Portfolios: Each service organization develops and maintains a service portfolio of investment programs and operational assets that optimize service delivery over time. Each service portfolio is presented to the Joint Resources Council at service level reviews.~~

Line-of-Business Portfolio Management — Each line of business and staff office oversees, coordinates, and integrates the service portfolios of its service organizations to achieve the greatest overall contribution to agency strategic goals and targets.

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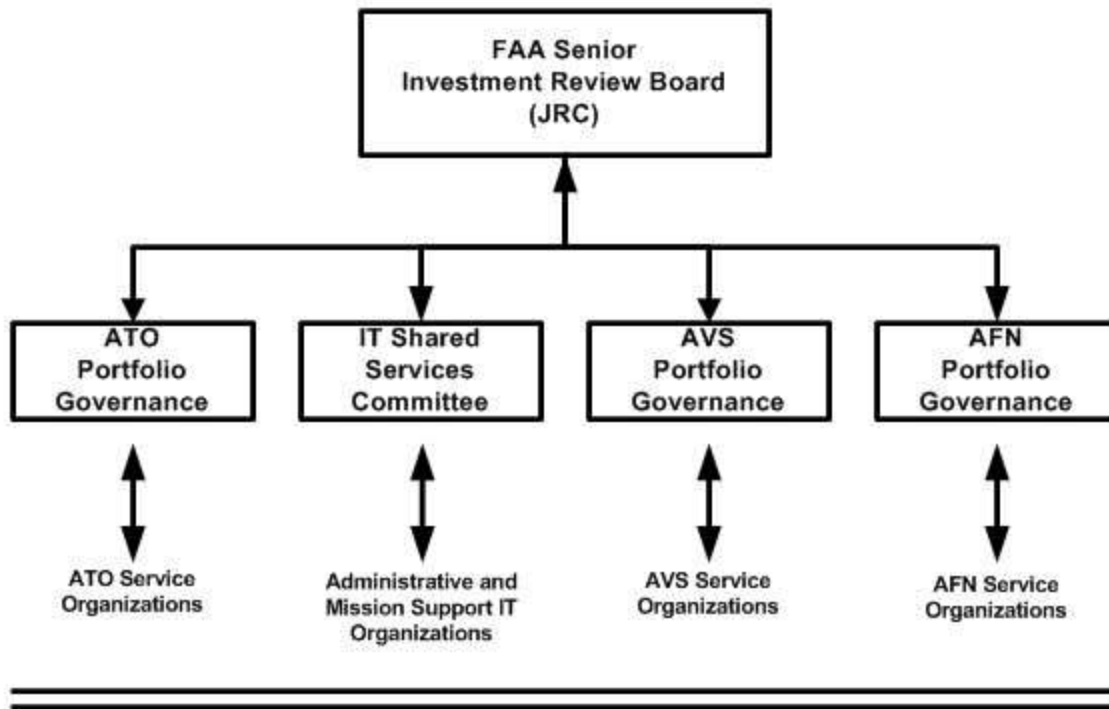
Section 1.2.4.1.1 : Agency-wide High-level Portfolio Management Governance

Old Content: Acquisition Management Policy:

Section 1.2.4.1.1 : Agency-wide High-level Portfolio Management Governance

Figure 1.2.4.1.1-1 depicts agency-wide high-level portfolio management governance within FAA.

Figure 1.2.4.1.1-1 Agency-Wide High-Level Portfolio Management Governance



The Joint Resources Council oversees the FAA investment portfolio as expressed in the enterprise architecture, FAA budget, and individual service portfolios. It evaluates the performance of all investment programs and operational assets within each service against quantified baseline measures at service-level reviews. Planned initiatives for new investment are discussed along with proposals to remove, replace, or improve operational assets with declining performance that no longer satisfy service need or are nearing the end of their service life. The Joint Resources Council also aligns and coordinates investment activity across the lines of business through annual review and approval of the enterprise architecture and agency budget submissions to Congress.

Line-of-Business portfolio governance aligns and coordinates investment activity across service organizations within a line of business or staff office. This governance ensures investment and operational resources support priority FAA strategic and performance goals; ensures there is no overlap, redundancy, or gap in service delivery; and reviews progress, tracks baseline variances, and monitors remedial planning and execution within service portfolios. Specifically, Air Traffic Organization (ATO) governance oversees, reviews, and coordinates service portfolios related to the National Airspace System and the provision of air traffic control services (e.g., terminal, en-route, and technical operations). Finance and Management (AFN) and Aviation Safety (AVS) governance oversee and recommend investment portfolios within their line of business.

The Information Technology Shared Services Committee reviews, oversees, and recommends administrative and mission support information technology investment portfolios.

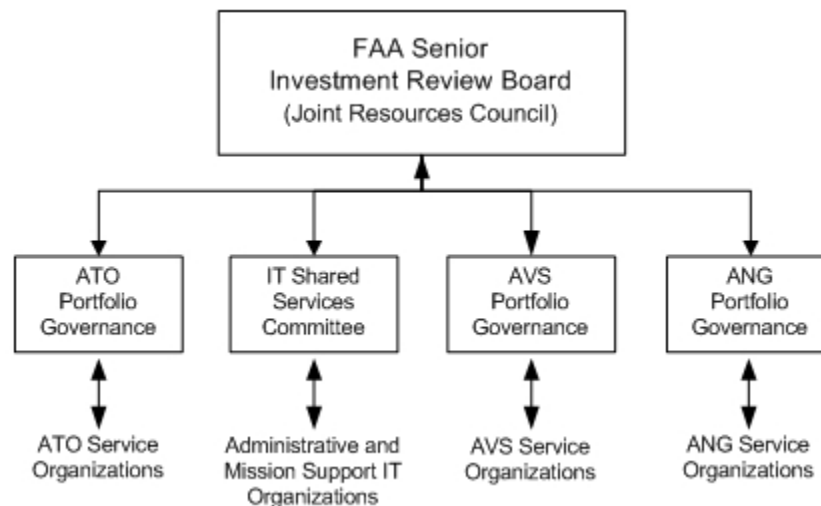
Service organizations manage service delivery within their service area of responsibility. They evaluate service demand on a continuing basis and recommend changes to the service portfolio over time to optimize service delivery.

New Content: Acquisition Management Policy:
Section 1.2.4.1.1 : Portfolio Management Governance

Figure 1.2.4.1.1-1 portrays portfolio management governance within FAA.

Figure 1.2.4.1.1-1 FAA Portfolio Management Governance

(representative depiction)



The Joint Resources Council oversees the FAA investment portfolio as expressed in the enterprise architecture, FAA budget, and individual service portfolios. It evaluates the performance of all investment programs and operational assets within each service against quantified baseline measures. Planned initiatives for new investment are discussed along with proposals to remove, replace, or improve operational assets with declining performance that no longer satisfy service need or are nearing the end of their service life. The Joint Resources Council aligns and coordinates investment activity across the lines of business through annual review and approval of the enterprise architecture and agency budget submissions to Congress.

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Organization (ATO) governance oversees, reviews, and coordinates service portfolios related to the National Airspace System and the provision of air traffic control services (e.g., terminal, en-route, and technical operations). NextGen (ANG) and Aviation Safety (AVS) governance oversee and recommend investment portfolios within their line of business.

The Information Technology Shared Services Committee reviews, oversees, and recommends administrative and mission support information technology investment portfolios.

Service organizations manage service delivery within their service area of responsibility. They evaluate service demand on a continuing basis and recommend changes to the service portfolio over time to optimize service delivery.

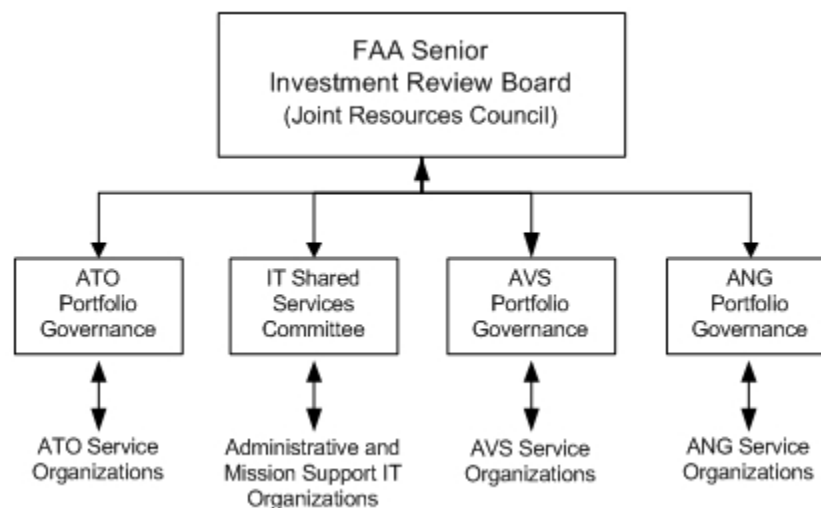
Red Line Content: Acquisition Management Policy:

Section 1.2.4.1.1 : ~~Agency-wide High-level~~ Portfolio Management Governance

Figure 1.2.4.1.1-1 ~~depicts agency-wide high-level~~ portrays portfolio management governance within FAA.

Figure 1.2.4.1.1-1 FAA Portfolio Management Governance

(representative depiction)



The Joint Resources Council oversees the FAA investment portfolio as expressed in the enterprise architecture, FAA budget, and individual service portfolios. It evaluates the performance of all investment programs and operational assets within each service against quantified baseline measures ~~at service-level reviews~~. Planned initiatives for new investment are discussed along with proposals to remove, replace, or improve operational assets with declining performance that no longer satisfy service need or are nearing the end of their service life. The Joint Resources Council ~~also~~ aligns and coordinates investment activity across the lines of

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Line-of-Business portfolio governance aligns and coordinates investment activity across service organizations within a line of business or staff office. This governance ensures investment and operational resources support priority FAA strategic and performance goals; ensures there is no overlap, redundancy, or gap in service delivery; and reviews progress, tracks baseline variances, and monitors remedial planning and execution within service portfolios. Specifically, Air Traffic Organization (ATO) governance oversees, reviews, and coordinates service portfolios related to the National Airspace System and the provision of air traffic control services (e.g., terminal, en-route, and technical operations). Finance and Management *NextGen* (AFNANG) and Aviation Safety (AVS) governance oversee and recommend investment portfolios within their line of business.

The Information Technology Shared Services Committee reviews, oversees, and recommends administrative and mission support information technology investment portfolios.

Service organizations manage service delivery within their service area of responsibility. They evaluate service demand on a continuing basis and recommend changes to the service portfolio over time to optimize service delivery.

Section 1.2.4.1.2 : Agency-Wide High-Level Portfolio Management Criteria

Old Content: Acquisition Management Policy:

Section 1.2.4.1.2 : Agency-Wide High-Level Portfolio Management Criteria

The FAA uses standard criteria for selecting, controlling, and evaluating its investment portfolio. The Acquisition and Business Services organization in coordination with the FAA investment decision authority evaluates the criteria each year against cumulative experience and event-driven data and recommends changes for Joint Resources Council approval when warranted. The investment decision authority uses the standard criteria when evaluating new investment opportunities for inclusion in a service portfolio, when evaluating the status of on-going investment programs, and when evaluating the efficiency and effectiveness of operational assets.

The three categories of portfolio management criteria for agency-wide high-level portfolios are listed below. Details for some elements of these criteria are defined elsewhere in AMS (e.g., earned value management policy is in Section 4.16 and the standard selection criteria are located here).

Selection criteria: The investment decision authority applies the following standard quantitative and judgmental selection criteria to assess the relative contribution of investment options for inclusion in an investment portfolio: benefits; lifecycle cost; benefit to cost ratio; consistency with the enterprise architecture; impact on Destination 2025 goals; and risk.

Control criteria: The FAA employs earned value management, risk management, and testing to determine how efficiently developmental, modernization, and enhancement investment programs are performing relative to plan during solution implementation. For investment programs that do not involve development, modernization, or enhancement, the FAA applies multiple control techniques such as independent review of program cost and schedule estimates; comparison of spend plans against budget authorization; comparison of actual cost and schedule results against planning estimates; and periodic program and data reviews against planning. These management controls identify and quantify variances to baseline cost, schedule, and performance measures as the basis for corrective action. Service organizations test and evaluate the products of investment programs against requirements in the program requirements document to determine whether they are satisfied.

Evaluation criteria: The FAA periodically measures the efficiency (technical quality) and effectiveness (business value) of operational assets to determine whether they should be upgraded, replaced, or removed from service. Service directorates evaluate in-service assets by means of post-implementation reviews and operational analyses. Post-implementation reviews determine whether performance, cost, schedule, and benefit goals are being attained. They provide the basis for corrective action, as well as lessons learned for improving agency investment management processes. Operational analysis determines trends in such factors as reliability, maintainability, supportability, obsolescence, and operating and maintenance costs. They are the basis for validating continued support for fielded assets or some other action such as upgrade, replacement, or removal from service.

New Content: Acquisition Management Policy:
Section 1.2.4.1.2 : Portfolio Management Criteria

The FAA has standard criteria for selecting, controlling, and evaluating its investment portfolio. The Joint Resources Council uses the standard criteria when evaluating new investment opportunities for inclusion in a service portfolio, when evaluating the status of on-going investment programs, and when evaluating the efficiency and effectiveness of operational assets.

The three categories of portfolio management criteria are listed below. Details for some elements of these criteria are defined elsewhere in AMS (e.g., earned value management policy is in Section 4.16 and the standard selection criteria are located in FAST).

Selection criteria: The Joint Resources Council applies the following standard quantitative and judgmental selection criteria to assess the relative contribution of investment options for inclusion in an investment portfolio: benefits; lifecycle cost; benefit to cost ratio; consistency with the enterprise architecture; impact on FAA strategic goals; and risk.

Control criteria: The FAA employs earned value management, risk management, and testing to determine how efficiently developmental, modernization, and enhancement investment programs are performing relative to plan during solution implementation. For investment programs that do not involve development, modernization, or enhancement, the FAA applies multiple control techniques such as independent review of program cost and schedule estimates; comparison of spend plans against budget authorization; comparison of actual cost and schedule results against

planning estimates; and periodic program and data reviews against planning. These management controls identify and quantify variances to baseline cost, schedule, and performance measures as the basis for corrective action. Service organizations test and evaluate the products of investment programs against requirements in the program requirements document to determine whether they are satisfied.

Evaluation criteria: The FAA periodically measures the efficiency (technical quality) and effectiveness (business value) of operational assets to determine whether they should be upgraded, replaced, or removed from service. Service directorates evaluate in-service assets by means of post-implementation reviews and operational analyses. Post-implementation reviews determine whether performance, cost, schedule, and benefit goals are being attained. They provide the basis for corrective action, as well as lessons learned for improving agency investment management processes. Operational analysis determines trends in such factors as reliability, maintainability, supportability, obsolescence, and operating and maintenance costs. They are the basis for validating continued support for fielded assets or some other action such as upgrade, replacement, or removal from service.

Red Line Content: Acquisition Management Policy:

Section 1.2.4.1.2 : ~~Agency-Wide High-Level~~ Portfolio Management Criteria

The FAA ~~uses~~ **has** standard criteria for selecting, controlling, and evaluating its investment portfolio. The ~~Acquisition and Business Services organization in coordination with the FAA investment decision authority evaluates the criteria each year against cumulative experience and event-driven data and recommends changes for~~ Joint Resources Council ~~approval when warranted. The investment decision authority~~ uses the standard criteria when evaluating new investment opportunities for inclusion in a service portfolio, when evaluating the status of on-going investment programs, and when evaluating the efficiency and effectiveness of operational assets.

The three categories of portfolio management criteria ~~for agency-wide high-level portfolios~~ are listed below. Details for some elements of these criteria are defined elsewhere in AMS (e.g., earned value management policy is in Section 4.16 and the standard selection criteria are located ~~here~~ **in FAST**).

Selection criteria: The ~~investment decision authority~~ **Joint Resources Council** applies the following standard quantitative and judgmental selection criteria to assess the relative contribution of investment options for inclusion in an investment portfolio: benefits; lifecycle cost; benefit to cost ratio; consistency with the enterprise architecture; impact on ~~Destination 2025~~ **FAA strategic** goals; and risk.

Control criteria: The FAA employs earned value management, risk management, and testing to determine how efficiently developmental, modernization, and enhancement investment programs are performing relative to plan during solution implementation. For investment programs that do not involve development, modernization, or enhancement, the FAA applies multiple control techniques such as independent review of program cost and schedule estimates; comparison of spend plans against budget authorization; comparison of actual cost and schedule results against

planning estimates; and periodic program and data reviews against planning. These management controls identify and quantify variances to baseline cost, schedule, and performance measures as the basis for corrective action. Service organizations test and evaluate the products of investment programs against requirements in the program requirements document to determine whether they are satisfied.

Evaluation criteria: The FAA periodically measures the efficiency (technical quality) and effectiveness (business value) of operational assets to determine whether they should be upgraded, replaced, or removed from service. Service directorates evaluate in-service assets by means of post-implementation reviews and operational analyses. Post-implementation reviews determine whether performance, cost, schedule, and benefit goals are being attained. They provide the basis for corrective action, as well as lessons learned for improving agency investment management processes. Operational analysis determines trends in such factors as reliability, maintainability, supportability, obsolescence, and operating and maintenance costs. They are the basis for validating continued support for fielded assets or some other action such as upgrade, replacement, or removal from service.

Section 1.2.4.2 : Acquisition Investment Portfolios

Old Content: Acquisition Management Policy:

Section 1.2.4.2 : Acquisition Investment Portfolios

The Acquisition Executive Board establishes acquisition investment portfolios, subject to review and concurrence by the Joint Resources Council. When an individual component of the portfolio comes before the investment decision authority, senior executives for all components are present so decisions are made within context of the entire portfolio and overall corporate framework.

An acquisition investment portfolio may contain materiel (e.g., hardware or software deliverable) and non-materiel (e.g., airspace redesign or procedures) components. Each component must receive an acquisition category designation from the Acquisition Executive Board before it can be included in the portfolio. Each component is treated individually according to its own acquisition category designation. Any agency source may recommend establishing an acquisition investment portfolio to the Acquisition Executive Board. Timing for establishment and approval of the portfolio is driven by the timing for that portfolio to be discussed as part of an investment decision by the investment decision authority. A standard template is used to recommend the acquisition investment portfolio.

The Acquisition Executive Board provides a list of approved acquisition investment portfolios to the Joint Resources Council via the JRC Executive Secretariat. The Acquisition Executive Board is given an opportunity to explain its position on any portfolio designation questioned by Joint Resources Council before potential overrule.

As needed, a program manager or other responsible FAA official may be designated to oversee the acquisition investment portfolio.

A portfolio-level agreement between the executives responsible for each component of an acquisition investment portfolio defines all critical interdependencies between components, how they will be managed, and interaction with each other and the overall portfolio. For example, a portfolio-level agreement could mandate procedures when one component encounters cost, schedule, or performance difficulties and how those difficulties will be communicated to other portfolio components and how they will be resolved corporately for the overall benefit of the portfolio. A standard template is used to develop a portfolio-level agreement.

Any metrics established and tracked for an acquisition investment portfolio (e.g., portfolio cost and benefits) are documented in the portfolio-level agreement.

New Content: Acquisition Management Policy:
Section 1.2.4.2 : Operational Capability Portfolios

The NextGen Management Board establishes operational capability portfolios to achieve priority NAS performance and operational goals subject to concurrence by the Joint Resources Council. When an individual investment increment of the portfolio comes before the Joint Resources Council for investment decisions, the portfolio manager is present so decisions are made within context of the entire portfolio and overall corporate framework.

An operational capability portfolio may contain materiel (e.g., hardware or software deliverables) and non-materiel (e.g., airspace redesign or procedures) components. Each investment increment must receive an acquisition category designation from the Acquisition Executive Board and is managed through the AMS lifecycle according to its designation.

An operational capability integration plan (OCIP) approved by the executives responsible for each investment increment of an operational capability portfolio defines the critical interdependencies between investment increments, how they will be managed, and their interaction with each other and the overall portfolio. The OCIP specifies how cost, schedule, or performance issues will be communicated to other portfolio investment increments and how they will be resolved corporately for the benefit of the portfolio. A standard template is used to develop the OCIP, which includes measures for tracking and evaluating the portfolio (e.g., portfolio costs and benefits).

Red Line Content: Acquisition Management Policy:
Section 1.2.4.2 : ~~Acquisition Investment~~Operational Capability Portfolios

The ~~Acquisition Executive~~NextGen Management Board establishes ~~acquisition~~operational ~~investment~~capability portfolios, ~~subject to review~~achieve priority NAS performance and operational goals subject to concurrence by the Joint Resources Council. When an individual ~~component~~investment increment of the portfolio comes before ~~the investment decision~~Joint Resources authority, ~~Council~~ senior executives for investment for decisions, the ~~all components~~ are portfolio manager is present so decisions are made within context of the entire portfolio and overall corporate framework.

An ~~acquisition~~operational investment capability portfolio may contain materiel (e.g., hardware or software ~~deliverable~~deliverables) and non-materiel (e.g., airspace redesign or procedures) components. Each ~~component~~investment increment must receive an acquisition category designation from the Acquisition Executive Board ~~before it can~~and be included in ~~is managed through~~ the portfolio. ~~Each component is treated~~AMS individually~~lifecycle~~ according to its ~~own acquisition category designation~~. ~~Any agency source may recommend establishing an acquisition investment portfolio to the Acquisition Executive Board. Timing for establishment and approval of the portfolio is driven by the timing for that portfolio to be discussed as part of an investment decision by the investment decision authority. A standard template is used to recommend the acquisition investment portfolio.~~

~~The Acquisition~~An Executive ~~operational~~ Board provides ~~capability~~ a list ~~integration plan~~ of ~~(OCIP)~~ approved acquisition investment portfolios to the Joint Resources Council via the JRC Executive Secretariat. ~~The Acquisition Executive Board is given an opportunity to explain its position on any portfolio designation questioned by Joint Resources Council before potential overrule. As needed, a program manager or other responsible FAA official may be designated to oversee the acquisition investment portfolio. A portfolio level agreement between the executives responsible for each component~~investment increment of an ~~acquisition investment~~operational capability portfolio defines ~~all~~the critical interdependencies between ~~components~~investment increments, how they will be managed, and ~~their~~ interaction with each other and the overall portfolio. ~~For example, a portfolio level agreement could mandate procedures when~~The one component encountersOCIP specifies how cost, schedule, or performance ~~difficulties and how those issues~~ difficulties will be communicated to other portfolio ~~components~~investment increments and how they will be resolved corporately for the ~~overall~~ benefit of the portfolio. A standard template is used to develop ~~a~~the portfolio level OCIP agreement. ~~Any~~which metrics established ~~includes measures~~ and tracked for an acquisition ~~tracking and~~ investment ~~evaluating~~ the portfolio (e.g., portfolio ~~cost~~costs and benefits) ~~are documented in the portfolio level agreement.~~

Section 1.2.5 : Acquisition Categories for Investment Decision-Making and Governance

Old Content: Acquisition Management Policy:

Section 1.2.5 : Acquisition Categories for Investment Decision-Making and Governance

Acquisition categories ensure the appropriate level of oversight and documentation requirements are applied to each FAA investment program. Acquisition categories apply to all investment programs, appropriations, and FAA organizations. This includes all capital investments in the National Airspace System and FAA administrative and mission support systems and services. The Joint Resources Council is the investment decision authority for all acquisition categories.

Investment programs are classified by investment type (new investment, technology refreshment, variable quantity, facility initiative, or support service contract) and then categorized based on qualitative and quantitative criteria. Definitions for investment type and criteria for acquisition categories are in the [AMS Table of Acquisition Categories](#). Review organizations for

investment decisions and tailoring for required documentation vary by investment type and acquisition category, as defined in the AMS Table of Acquisition Categories.

The sponsoring service organization recommends an acquisition category to the Acquisition Executive Board, who makes the categorization decision and notifies the Joint Resources Council for confirmation. The designation of acquisition category is made before the investment analysis readiness decision. A standard investment decision authority readiness process applies to all acquisition category levels for AMS decision points.

New Content: Acquisition Management Policy:
Section 1.2.5 : Acquisition Categories

Acquisition categories ensure the appropriate level of oversight and documentation requirements are applied to each FAA investment program. Acquisition categories apply to all investment programs, appropriations, and FAA organizations. This includes all capital investments in the National Airspace System and FAA administrative and mission support systems and services. The Joint Resources Council is the investment decision authority for all acquisition categories.

Investment programs are classified by investment type (new investment, technology refreshment, variable quantity, facility initiative, or support service contract) and then categorized based on qualitative and quantitative criteria. Definitions for investment type and criteria for acquisition categories are in the [AMS Table of Acquisition Categories](#). Review organizations for investment decisions and tailoring for required documentation vary by investment type and acquisition category, as defined in the AMS Table of Acquisition Categories.

The sponsoring service organization recommends an acquisition category to the Acquisition Executive Board, which makes the categorization decision and notifies the Joint Resources Council for confirmation through the JRC Executive Secretariat. The designation of acquisition category is made before the investment analysis readiness decision. A standard readiness process applies to all acquisition category levels for AMS decision points.

Red Line Content: Acquisition Management Policy:
Section 1.2.5 : Acquisition Categories ~~for Investment Decision-Making and Governance~~

Acquisition categories ensure the appropriate level of oversight and documentation requirements are applied to each FAA investment program. Acquisition categories apply to all investment programs, appropriations, and FAA organizations. This includes all capital investments in the National Airspace System and FAA administrative and mission support systems and services. The Joint Resources Council is the investment decision authority for all acquisition categories.

Investment programs are classified by investment type (new investment, technology refreshment, variable quantity, facility initiative, or support service contract) and then categorized based on qualitative and quantitative criteria. Definitions for investment type and criteria for acquisition categories are in the [AMS Table of Acquisition Categories](#). Review organizations for investment decisions and tailoring for required documentation vary by investment type and acquisition category, as defined in the AMS Table of Acquisition Categories.

The sponsoring service organization recommends an acquisition category to the Acquisition Executive Board, who makes the categorization decision and notifies the Joint Resources Council for confirmation *through the JRC Executive Secretariat*. The designation of acquisition category is made before the investment analysis readiness decision. A standard ~~investment decision authority~~ readiness process applies to all acquisition category levels for AMS decision points.

Section 1.2.6 : Lifecycle Management Decision-Making

Old Content: Acquisition Management Policy:

Section 1.2.6 : Lifecycle Management Decision-Making

Table 1.2.6-1 specifies the decision authority for each AMS lifecycle management decision point. The Joint Resources Council is the FAA senior investment review board. It makes corporate-level resource decisions, including authorization and funding for investment programs, and approves changes to the enterprise architecture. The investment decision authority selects for approval and funding those investment opportunities having the highest potential for contributing to FAA strategic and performance goals, improving service delivery, increasing aviation safety, lowering operating costs, or otherwise providing value to the FAA and its customers. The investment decision authority approves investment resources, regardless of appropriation, in useful and manageable segments (e.g., development, demonstration, production, and operations). Each segment is managed within cost, schedule, and performance targets in the acquisition program baseline approved by the investment decision authority at the final investment decision.

The Air Traffic Services Committee reviews all JRC investment decisions for procurement of air traffic control equipment of \$100,000,000 or more in facilities and equipment costs.

Table 1.2.6-1 Lifecycle Management Decision-Making

Decision	Decision Body	Decision Chair
Concept and requirements definition readiness decision ¹	Vice President (ATO) or Director (non-ATO) of the service organization with the mission need	None
Investment analysis readiness decision	JRC	Acquisition Executive
Initial and final investment decisions (Including new programs and extension of current capability)	JRC	Acquisition Executive
Product demonstration ²	Note 3	Note 3
Production ^{2 and 3}	Note 3	Note 3
In-service ³	Note 3	Note 3
Program baseline change	JRC	Acquisition Executive
F&E, RE&D, and OPS budget approvals	JRC	Acquisition Executive
Enterprise Architecture changes	JRC	Acquisition Executive

¹ Decision does not apply to small administrative or mission support needs managed by the

Information Technology Shared Services Committee unless designated.

² Decision required for developmental products. See AMS section 2.5.1.

³ The investment decision authority designates the product demonstration, production and in-service decision authorities at the final investment decision. If the JRC retains any of these decisions, the chair is the Acquisition Executive.

The JRC Executive Secretariat supports the Acquisition Executive and Joint Resources Council in executing decision-making responsibilities. The Secretariat ensures service organizations have complied with AMS policy requirements before seeking JRC approval. The Secretariat also manages the JRC decision-making, acquisition quarterly review, and service-level review processes on behalf of the Acquisition Executive.

Service organizations make and are accountable for all service-level management decisions except those explicitly assigned otherwise by this policy or the Joint Resources Council.

New Content: Acquisition Management Policy:
Section 1.2.6 : Lifecycle Management Decision-Making

Table 1.2.6-1 specifies the decision authority for each AMS lifecycle management decision point. The Joint Resources Council is the FAA senior investment review board. It makes corporate-level resource decisions, including authorization and funding for investment programs, and approves changes to the enterprise architecture. The Joint Resources Council selects for approval and funding those investment opportunities having the highest potential for contributing to FAA strategic and performance goals, improving service delivery, increasing aviation safety, lowering operating costs, or otherwise providing value to the FAA and its customers. The Joint Resources Council approves investment resources, regardless of appropriation, in useful and manageable segments (e.g., development, demonstration, production, deployment, and operations). Each segment is managed within cost, schedule, and performance targets in the acquisition program baseline approved by the Joint Resources Council at the final investment decision. The portfolio manager attends all lifecycle management decision points involving each investment increment of an operational capability to disclose the impact on an end-state capability of not approving an investment increment.

The Air Traffic Services Committee reviews all JRC investment decisions for procurement of air traffic control equipment of \$100,000,000 or more in facilities and equipment costs.

Table 1.2.6-1 Lifecycle Management Decision-Making

Decision	Decision Body	Decision Chair
Concept and requirements definition readiness decision	FAA Enterprise Architecture Board	None
Investment analysis readiness decision	JRC	Acquisition Executive
Initial and final investment decisions (including new programs and extension of current capability)	JRC	Acquisition Executive
Product demonstration ¹	Note 2	Note 2
Production ^{1 and 2}	Note 2	Note 2

In-service ²	Note 2	Note 2
Program baseline change	JRC	Acquisition Executive
F&E, RE&D, and OPS budget approvals	JRC	Acquisition Executive
FAA Enterprise Architecture changes	JRC	Acquisition Executive

¹ Decision required for developmental products. See AMS section 2.6.1.

² The Joint Resources Council designates the product demonstration, production and in-service decision authorities at the final investment decision. If the JRC retains any of these decisions, the chair is the Acquisition Executive.

The JRC Executive Secretariat supports the Acquisition Executive and Joint Resources Council in executing decision-making responsibilities. The Secretariat ensures service organizations have complied with AMS policy requirements before seeking JRC approval. The Secretariat also manages the JRC decision-making processes and acquisition quarterly program reviews on behalf of the Acquisition Executive.

Service organizations make and are accountable for all service-level management decisions except those explicitly assigned otherwise by this policy or the Joint Resources Council.

Red Line Content: Acquisition Management Policy:
Section 1.2.6 : Lifecycle Management Decision-Making

Table 1.2.6-1 specifies the decision authority for each AMS lifecycle management decision point. The Joint Resources Council is the FAA senior investment review board. It makes corporate-level resource decisions, including authorization and funding for investment programs, and approves changes to the enterprise architecture. The ~~investment decision authority~~ **Joint Resources Council** selects for approval and funding those investment opportunities having the highest potential for contributing to FAA strategic and performance goals, improving service delivery, increasing aviation safety, lowering operating costs, or otherwise providing value to the FAA and its customers. The ~~investment decision authority~~ **Joint Resources Council** approves investment resources, regardless of appropriation, in useful and manageable segments (e.g., development, demonstration, production, **deployment**, and operations). Each segment is managed within cost, schedule, and performance targets in the acquisition program baseline approved by the ~~investment decision authority~~ **Joint Resources Council** at the final investment decision. **The portfolio manager attends all lifecycle management decision points involving each investment increment of an operational capability to disclose the impact on an end-state capability of not approving an investment increment.**

The Air Traffic Services Committee reviews all JRC investment decisions for procurement of air traffic control equipment of \$100,000,000 or more in facilities and equipment costs.

Table 1.2.6-1 Lifecycle Management Decision-Making

Decision	Decision Body	Decision Chair
Concept and requirements definition readiness decision- 1	Vice President (ATO) or Director (non-ATO) of the service organization	None

	with <u>FAA</u> the mission need <u>Enterprise Architecture Board</u>	
Investment analysis readiness decision	JRC	Acquisition Executive
Initial and final investment decisions (including <u>including</u> new programs and extension of current capability)	JRC	Acquisition Executive
Product demonstration ²¹	Note <u>32</u>	Note <u>32</u>
Production ²¹ and ³²	Note <u>32</u>	Note <u>32</u>
In-service ³	Note <u>32</u>	Note <u>32</u>
Program baseline change	JRC	Acquisition Executive
F&E, RE&D, and OPS budget approvals	JRC	Acquisition Executive
<u>FAA</u> Enterprise Architecture changes	JRC	Acquisition Executive

~~1 Decision does not apply to small administrative or mission support needs managed by the Information Technology Shared Services Committee unless designated.~~

²¹ - Decision required for developmental products. See AMS section 2.5.1.

³² - The ~~investment~~ Joint decision authority Resources Council designates the product demonstration, production and in-service decision authorities at the final investment decision. If the JRC retains any of these decisions, the chair is the Acquisition Executive.

The JRC Executive Secretariat supports the Acquisition Executive and Joint Resources Council in executing decision-making responsibilities. The Secretariat ensures service organizations have complied with AMS policy requirements before seeking JRC approval. The Secretariat also manages the JRC decision-making, ~~acquisition quarterly review processes~~ and acquisition service level quarterly review processes program reviews on behalf of the Acquisition Executive.

Service organizations make and are accountable for all service-level management decisions except those explicitly assigned otherwise by this policy or the Joint Resources Council.

Section 1.2.7 : Acquisition Quarterly Reviews

Old Content: Acquisition Management Policy:

Section 1.2.7 : Acquisition Quarterly Reviews

The investment decision authority reviews the portfolio of service organization investment programs each quarter to oversee cost, schedule, and technical performance using a standard set of program and performance measures (see AMS 2.1.6). These standard program measures are organized into: financial, schedule, technical, resources, program manager assessment, and external interests. The status of OMB Information Technology Dashboard milestones is also reviewed along with significant program risks. The Directors of each service organization present and discuss performance for all baselined programs and those planning programs that report to the Office of Management and Budget. The reviews use SPIRE, earned-value management (or equivalent), and Enterprise Architecture data to assess technical, cost, and schedule issues that may impact the ability of programs to meet their acquisition program baseline values.

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New Content: Acquisition Management Policy:
Section 1.2.7 : Acquisition Quarterly Program Reviews

The Joint Resources Council reviews investment programs at acquisition quarterly program reviews to oversee cost, schedule, and technical performance using a standard set of program and performance measures (see AMS 2.1.6). These standard program measures are organized into: financial, schedule, technical, resources, program manager assessment, and external interests. The status of OMB Information Technology Dashboard milestones is also reviewed along with significant program risks. The Directors of each service organization present and discuss performance for all baselined programs and those planning programs that report to the Office of Management and Budget. The reviews use SPIRE, earned-value management (or equivalent), and enterprise architecture data to assess technical, cost, and schedule issues that may impact the ability of programs to meet their acquisition program baseline values. The portfolio manager is present at the reviews to discuss the impact on an operational capability of cost, schedule, or performance shortfalls among capability investment increments and to present for consideration potential baseline adjustments among increments, when applicable.

Red Line Content: Acquisition Management Policy:
Section 1.2.7 : Acquisition Quarterly Program Reviews

The ~~investment decision~~ Joint authority Resources Council reviews ~~the portfolio investment of service organization investment programs each~~ programs at acquisition quarterly program reviews ~~quarter~~ to oversee cost, schedule, and technical performance using a standard set of program and performance measures (see AMS 2.1.6). These standard program measures are organized into: financial, schedule, technical, resources, program manager assessment, and external interests. The status of OMB Information Technology Dashboard milestones is also reviewed along with significant program risks. The Directors of each service organization present and discuss performance for all baselined programs and those planning programs that report to the Office of Management and Budget. The reviews use SPIRE, earned-value management (or equivalent), and ~~Enterprise Architecture~~ enterprise architecture data to assess technical, cost, and schedule issues that may impact the ability of programs to meet their acquisition program baseline values. The portfolio manager is present at the reviews to discuss the impact on an operational capability of cost, schedule, or performance shortfalls among capability investment increments and to present for consideration potential baseline adjustments among increments, when applicable.

Section 1.2.8 : TechStat Reviews

Old Content: Acquisition Management Policy:
Section 1.2.8 : TechStat Reviews

The FAA uses a TechStat review when appropriate to assess underperforming investment programs. A TechStat review is an in-depth examination of program performance data from the OMB Information Technology Dashboard and FAA SPIRE, including associated earned value management data, program management and control data, and actions for achieving the JRC-

approved program baseline. The TechStat review results in a corrective action plan to improve program execution and performance within the approved program baseline, or results in other actions if the program is unlikely to improve as baselined. The JRC determines whether a TechStat review will be conducted, and uses acquisition quarterly program reviews to identify those programs that will be subject to a TechStat review.

New Content: Acquisition Management Policy:

Section 1.2.8 : TechStat Reviews

The FAA uses TechStat reviews when appropriate to assess underperforming investment programs. A TechStat review is an in-depth examination of program performance data from the OMB Information Technology Dashboard and SPIRE, including associated earned value management data, program management and control data, and actions for achieving the JRC-approved program baseline. The TechStat review results in a corrective action plan to improve program execution and performance within the approved program baseline, or results in other actions if the program is unlikely to improve as baselined. The Joint Resources Council determines whether a TechStat review will be conducted, and uses acquisition quarterly program reviews and investment decision meetings to identify those programs that will be subject to a TechStat review.

Red Line Content: Acquisition Management Policy:

Section 1.2.8 : TechStat Reviews

The FAA uses ~~a~~ TechStat ~~review~~reviews when appropriate to assess underperforming investment programs. ~~A TechStat review is an in-depth examination of program performance data from the OMB Information Technology Dashboard and ~~FAA~~ SPIRE, including associated earned value management data, program management and control data, and actions for achieving the JRC-approved program baseline.~~ The TechStat review results in a corrective action plan to improve program execution and performance within the approved program baseline, or results in other actions if the program is unlikely to improve as baselined. ~~– The JRC Joint Resources Council determines whether a TechStat review will be conducted, and uses acquisition quarterly program reviews~~ and investment decision meetings to identify those programs that will be subject to a TechStat review.

Section 1.2.9 : Cost Accounting

Old Content: Acquisition Management Policy:

Section 1.2.9 : Cost Accounting

The FAA uses a financial management system that integrates planning, budgeting, and accounting across service organizations and appropriations. Cost accounting provides the financial basis for determining whether the FAA is meeting its performance goals within baseline costs and for determining the actual cost of service delivery.

Cost categories include all activities necessary for full lifecycle management of service delivery,

including research, mission analysis, investment analysis, solution implementation, operations and support, and decommissioning. The FAA standard lifecycle work breakdown structure, cost accounting system, and labor distribution report are aligned to use the same cost categories and activities.

New Content: Acquisition Management Policy:

Section 1.2.9 : Cost Accounting

The FAA uses a financial management system that integrates planning, budgeting, and accounting across service organizations and appropriations. Cost accounting provides the financial basis for determining whether the FAA is meeting its performance goals within baseline costs and for determining the actual cost of service delivery.

Cost categories include all activities necessary for full lifecycle management of service delivery, including research, service analysis, concept and requirements definition, investment analysis, solution implementation, operations and support, and decommissioning. The FAA standard lifecycle work breakdown structure, cost accounting system, and labor distribution report are aligned to use the same cost categories and activities.

Red Line Content: Acquisition Management Policy:

Section 1.2.9 : Cost Accounting

The FAA uses a financial management system that integrates planning, budgeting, and accounting across service organizations and appropriations. Cost accounting provides the financial basis for determining whether the FAA is meeting its performance goals within baseline costs and for determining the actual cost of service delivery.

Cost categories include all activities necessary for full lifecycle management of service delivery, including research, ~~mission~~ service analysis, concept and requirements definition, investment analysis, solution implementation, operations and support, and decommissioning. The FAA standard lifecycle work breakdown structure, cost accounting system, and labor distribution report are aligned to use the same cost categories and activities.

Section 1.2.10 : Workforce Development and Qualification

Old Content: Acquisition Management Policy:

Section 1.2.10 : Workforce Development and Qualification

The FAA manages its human capital as a critical investment to ensure the agency has the capabilities it needs to achieve business goals. The FAA's Acquisition Workforce Council, comprised of executives with acquisition responsibilities from across FAA, sets acquisition workforce-related requirements and oversees implementation and annual update of FAA's Acquisition Workforce Plan. The Director of Acquisition Policy and Oversight, who reports directly to the Chief Acquisition Officer, chairs the Acquisition Workforce Council and leads the acquisition career management function. AMS Section 5 contains policy related to the FAA's

acquisition career program and associated competency, training, and certification requirements for personnel in key acquisition positions.

New Content: Acquisition Management Policy:
Section 1.2.10 : Workforce Development and Qualification

The FAA manages its human capital as a critical investment to ensure the agency has the capabilities it needs to achieve business goals. The FAA Acquisition Workforce Council, comprised of executives with acquisition responsibilities from across FAA, sets acquisition workforce-related requirements and oversees implementation and annual update of FAA Acquisition Workforce Plan. The Director of Acquisition Policy and Oversight, who reports directly to the Chief Acquisition Officer, chairs the Acquisition Workforce Council and leads the acquisition career management function. AMS Section 5 contains policy related to the FAA acquisition career program and associated competency, training, and certification requirements for personnel in key acquisition positions.

Red Line Content: Acquisition Management Policy:
Section 1.2.10 : Workforce Development and Qualification

The FAA manages its human capital as a critical investment to ensure the agency has the capabilities it needs to achieve business goals. The FAA's Acquisition Workforce Council, comprised of executives with acquisition responsibilities from across FAA, sets acquisition workforce-related requirements and oversees implementation and annual update of FAA's Acquisition Workforce Plan. The Director of Acquisition Policy and Oversight, who reports directly to the Chief Acquisition Officer, chairs the Acquisition Workforce Council and leads the acquisition career management function. AMS Section 5 contains policy related to the FAA's acquisition career program and associated competency, training, and certification requirements for personnel in key acquisition positions.

Section 1.2.15 : AMS Lifecycle Management Documentation

Old Content: Acquisition Management Policy:
Section 1.2.15 : AMS Lifecycle Management Documentation

Table 1.2.15-1 summarizes the purpose, requirement, responsible organization, and approving official for required AMS lifecycle management planning and control documents. Appendix B contains detailed policy for investment-program documents. Complete instructions and templates are in FAST. Click here to [view tailoring guidelines by acquisition category](#).

Table 1.2.15-1 AMS Lifecycle Acquisition Management Policy Planning and Control Documents

Document	Purpose	Requirement	Responsible Organization(s)	Approving Official or Body
Destination 2025	Defines long-range	Reviewed and updated	Strategy, Budget,	Administrator

	<p>vision and goals for the FAA</p> <p>Establishes top-level performance measures and multi-year performance targets for the FAA</p>	annually	and Planning Committee	
FAA Enterprise Architecture	<p>Defines the FAA target architecture and the transition strategy to reach the target</p> <p>Establishes the basis for service organization planning</p> <p>Defines the strategic investment plan for the FAA</p>	Reviewed annually and updated as needed	<p>Chief Information Officer</p> <p>Assistant Administrator for NextGen</p> <p>IT Shared Services Committee</p>	Joint Resources Council
OMB Exhibit 300	Budgetary document required by OMB for designated investment programs	<p>Preliminary document at the initial investment decision</p> <p>Final document at the final investment decision</p>	<p>Investment analysis team</p> <p>Implementing service organization</p>	<p>ATO: Chief Operating Officer</p> <p>Non-ATO: Associate or Assistant Administrator of the line of business or staff office</p> <p>Acquisition Executive</p> <p>Chief Financial Officer</p> <p>Chief Information Officer</p> <p>Deputy Administrator concurs</p>
Acquisition Program Baseline*	Establishes the performance, cost, and schedule baselines for an investment program segment	Required for the final investment decision	Investment analysis team headed by the service organization with the mission need	<p>Chair of the investment decision authority</p> <p>Designated ACAT reviewers</p>
Program Requirements Document	Defines the operational framework and performance	Preliminary document at the investment analysis	Implementing service	ATO: Vice Presidents of the executing service unit during

	requirements an investment program must achieve	<p>readiness decision</p> <p>Revised document at the initial investment decision</p> <p>Final document at the final investment decision</p>	<p>organization</p> <p>Operating service organization</p>	<p>solution implementation and the operating service organization</p> <p>Non-ATO: Second-level executive of the executing service organization during solution implementation</p>
Business Case	<p>Summarizes results of the business case analysis</p> <p>Provides the analytical and quantitative basis for investment decisions</p>	<p>Initial business case at the initial investment decision</p> <p>Final business case at the final investment decision.</p>	<p>Investment analysis team, headed by the service organization with the mission need</p>	<p>ATO: Vice President of the implementing service organization</p> <p>Non-ATO: Director of the implementing service organization</p> <p>Designated ACAT reviewers</p>
Implementation Strategy and Planning Document	Defines overall implementation strategy and planning for an investment program	<p>For the initial investment decision, alternatives are analyzed and summarized comparatively for factors in select sections of the ISPD</p> <p>Complete ISPD is required for the final investment decision</p> <p>Reviewed annually</p>	<p>Implementing service organization</p> <p>Operating service organization</p>	<p>Chair of the investment decision authority</p> <p>ATO: Senior Vice President of operations and Vice President of the organization executing during solution implementation</p> <p>Non-ATO: Second-level executive of the organization executing during solution implementation</p> <p>Stakeholder organizations approve specific planning sections per the ISPD template</p> <p>Updates are approved</p>

				at the same level
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* Whenever baseline reviews indicate a negative variance to a baseline measure, the service organization must take action as prescribed in AMS Section 1.2.3.

New Content: Acquisition Management Policy:
Section 1.2.15 : AMS Lifecycle Management Documentation

Table 1.2.15-1 summarizes the purpose, requirement, responsible organization, and approving official for required AMS lifecycle management planning and control documents. Appendix B contains detailed policy for investment program documents. Complete instructions and templates are in FAST. Click here to [view tailoring guidelines by acquisition category](#).

Click here to [view the official storage location of investment-related program documentation](#).

Table 1.2.15-1 AMS Lifecycle Acquisition Management Policy Planning and Control Documents

Agency-Level Strategic Planning Documents

Document	Purpose	Requirement	Responsible Organization(s)	Approving Official or Body
FAA Strategic Plan (currently Destination 2025)	Defines long-range vision and goals for the FAA Establishes top-level performance measures and multi-year performance targets for the FAA	Reviewed and updated annually	Strategy, Budget, and Planning Committee	Administrator
NAS Concept of Operations (ConOps)	Defines target operational capabilities of the National Airspace System	Reviewed annually and updated as needed	Advanced Concepts & Technology Development Office	NextGen Management Board
NAS Operational Requirements Document (ORD)	Specifies FAA operational services consistent with the NAS ConOps	Updated annually or as necessary to remain consistent with the NAS ConOps	Advanced Concepts & Technology Development Office ATO Operational Concepts and Requirements Lines of business	NextGen Management Board Concept Steering Group endorses
NAS Requirements Document	Specifies NAS functional and performance requirements derived from the NAS ORD	Updated annually or as necessary to remain consistent with the NAS ConOps and ORD	NAS Systems Engineering Services Advanced Concepts & Technology	NextGen Management Board NAS Systems Engineering Services endorses

			Development Office NAS Lifecycle Integration Office ATO Operational Concepts and Requirements Lines of business	
FAA Enterprise Architecture	Defines the FAA target architecture and the transition strategy to reach the target Establishes the basis for service organization planning Defines the strategic investment plan for the FAA	Reviewed annually and updated as needed	Chief Information Officer Assistant Administrator for NextGen	Joint Resources Council

Portfolio-Level Documents

Document	Purpose	Requirement	Responsible Organization(s)	Approving Official or Body
Operational Capability Business Case (NAS)	Defines the rough costs and benefits of an operational capability	Required as the basis for establishing a new operational capability	Advanced Concepts and Technology Development Office ATO Program Management Office Investment Analysis & Planning Service organizations	NextGen Systems Engineering & Modeling
Operational Capability Integration Plan (NAS)	Defines the relationships, responsibilities, and agreements between all organizations contributing to the achievement of an operational capability	Preliminary plan required upon formation of a capture team Final plan required when all capability elements have entered concept and requirements definition	Portfolio manager Capture team	NextGen Management Board

Program-Level Documents

Document	Purpose	Requirement	Responsible Organization(s)	Approving Official or Body
Acquisition Program Baseline	Establishes the performance, cost, and schedule baselines for an investment program segment	Required for the final investment decision	Investment analysis team headed by the service organization with the mission need	Chair of the Joint Resources Council Designated ACAT reviewers
Program Requirements Document	Defines the operational framework and performance requirements an investment program must achieve	Preliminary document at the investment analysis readiness decision Revised document at the initial investment decision Final document at the final investment decision	Implementing service organization Operating service organization	ATO: Vice Presidents of the executing service unit during solution implementation and the operating service organization Non-ATO: Second-level executive of the executing service organization during solution implementation
Business Case	Provides the analytical and quantitative basis for investment decisions	Initial business case at the initial investment decision Final business case at the final investment decision.	Investment analysis team, headed by the service organization with the mission need	ATO: Vice President of the implementing service organization Non-ATO: Director of the implementing service organization Designated ACAT reviewers
Implementation Strategy and Planning Document	Defines overall implementation strategy and planning for an investment program	For the initial investment decision, alternatives analyzed and summarized comparatively for factors in select sections of the ISPD Complete ISPD is required for the final investment decision Reviewed annually	Implementing service organization Operating service organization	Chair of the Joint Resources Council ATO: Chief Operating Officer / Deputy Chief Operating Officer Non-ATO: Second-level executive of the organization executing during solution implementation Stakeholder organizations approve specific sections per the ISPD template Updates approved at the same level
OMB Exhibit	Budgetary document	Preliminary	Investment analysis	ATO: Chief Operating

300	required by OMB for designated investment programs	document at the initial investment decision	team	Officer
		Final document at the final investment decision	Implementing service organization	Non-ATO: Associate or Assistant Administrator of the line of business or staff office
				Acquisition Executive
				Chief Financial Officer
				Chief Information Officer
				Deputy Administrator concurs

Red Line Content: Acquisition Management Policy:

Section 1.2.15 : AMS Lifecycle Management Documentation

Table 1.2.15-1 summarizes the purpose, requirement, responsible organization, and approving official for required AMS lifecycle management planning and control documents. Appendix B contains detailed policy for investment-program documents. Complete instructions and templates are in FAST. Click here to [view tailoring guidelines by acquisition category](#).

The official storage location of investment-related program documentation is here ([link to Storage Location of Investment-Related Program Documentation](#))

Table 1.2.15-1 AMS Lifecycle Acquisition Management Policy Planning and Control Documents

Agency-Level Strategic Planning Documents

Document	Purpose	Requirement	Responsible Organization(s)	Approving Official or Body
<u>FAA Strategic Plan (currently Destination 2025)</u>	Defines long-range vision and goals for the FAA Establishes top-level performance measures and multi-year performance targets for the FAA	Reviewed and updated annually	Strategy, Budget, and Planning Committee	Administrator
<u>NAS Concept of Operations (ConOps)</u>	Defines target operational capabilities of the National Airspace System	Reviewed annually and updated as needed	Advanced Concepts & Technology Development Office	NextGen Management Board
NAS Operational Requirements	Specifies FAA operational services consistent with the	Updated annually or as necessary to remain consistent	Advanced Concepts & Technology	NextGen Management Board

Document (ORD)	NAS ConOps	with the NAS ConOps	Development Office ATO Operational Concepts and Requirements Lines of business	Concept Steering Group endorses
NAS Requirements Document	Specifies NAS functional and performance requirements derived from the NAS ORD	Updated annually or as necessary to remain consistent with the NAS ConOps and ORD	NAS Systems Engineering Services Advanced Concepts & Technology Development Office NAS Lifecycle Integration Office ATO Operational Concepts and Requirements Lines of business	<u>NextGen Management Board</u> <u>NAS Systems Engineering Services endorses</u>
FAA Enterprise Architecture	Defines the FAA target architecture and the transition strategy to reach the target Establishes the basis for service organization planning Defines the strategic investment plan for the FAA	Reviewed annually and updated as needed	Chief Information Officer Assistant Administrator for NextGen <u>IT Shared Services Committee</u>	Joint Resources Council

Portfolio-Level Documents

<u>Document</u>	<u>OMB Exhibit 300 Purpose</u>	Requirement	<u>Budgetary document required by OMB Responsible for Organization(s)</u>	Approving <u>designated investment Official or programs Body</u>
<u>Operational Capability - Business Case (NAS)</u>	<u>Preliminary Defines document at the initial investment the rough costs and benefits decision of an operational capability</u>	<u>Final document Required as the final basis investment for decision establishing a new operational capability</u>	<u>Investment Advanced analysis Concepts and Technology Development Office</u> <u>Implementing service ATO Program organization Management</u>	NextGen Systems Engineering <u>amp</u> ; <u>Modeling</u>

			<u>Office</u> <u>Investment Analysis</u> <u>amp; Planning</u> <u>Service organizations</u>	
<u>Operational Capability Integration Plan (NAS)</u>	<u>Defines the relationships, responsibilities, and agreements between all organizations contributing to the achievement of an operational capability</u>	ATO: <u>Preliminary Chief Operating plan required upon formation of a capture team</u> Non-ATO: <u>Final Associate or Assistant Administrator of the line of business or staff office plan required when all capability elements have entered concept and requirements definition</u>	Acquisition Executive <u>Portfolio manager</u> Chief Financial <u>Capture Officer team</u>	Chief Information Officer <u>NextGen Management Board</u>

Program-Level Documents

<u>Deputy Administrator Document</u>	<u>Purpose</u>	<u>Requirement</u>	<u>Responsible Organization(s)</u>	<u>Approving Official or Body</u>
Acquisition Program Baseline*	Establishes the performance, cost, and schedule baselines for an investment program segment	Required for the final investment decision	Investment analysis team headed by the service organization with the mission need	Chair of the <u>investment decision authority</u> <u>Joint Resources Council</u> - Designated ACAT reviewers -
Program Requirements Document	Defines the operational framework and performance requirements an investment program must achieve	Preliminary document at the investment analysis readiness decision - Revised	Implementing service organization - Operating service organization	ATO: Vice Presidents of the executing service unit during solution implementation and the operating service organization - Non-ATO: Second-level

		document at the initial investment decision		executive of the executing service organization during solution implementation
		-		-
		Final document at the final investment decision		
Business Case	<u>Summarizes results of the business case analysis</u> Provides the analytical and quantitative basis for investment decisions	Initial business case at the initial investment decision Final business case at the final investment decision.	Investment analysis team, headed by the service organization with the mission need	ATO: Vice President of the implementing service organization Non-ATO: Director of the implementing service organization Designated ACAT reviewers
				-
Implementation Strategy and Planning Document	Defines overall implementation strategy and planning for an investment program -	For the initial investment decision, alternatives <u>are</u> analyzed and summarized comparatively for factors in select sections of the ISPD Complete ISPD is required for the final investment decision -	Implementing service organization Operating service organization	Chair of the <u>investment</u> <u>Joint decision authority</u> <u>Resources Council</u> ATO: <u>Senior Vice President of operations and Vice President</u> <u>Chief of the organization executing during solution implementation</u> <u>Operating Officer / Deputy Chief Operating Officer</u> Non-ATO: Second-level executive of the organization executing during solution

		Reviewed annually		<p>implementation</p> <p>-</p> <p>Stakeholder organizations approve specific planning sections per the ISPD template</p> <p>-</p> <p>Updates are approved at the same level</p>
<u>OMB Exhibit 300</u>	<u>Budgetary document required by OMB for designated investment programs</u>	<u>Preliminary document at the initial investment decision</u> <p>-</p> <u>Final document at the final investment decision</u>	<u>Investment analysis team</u> <p>-</p> <u>Implementing service organization</u>	<u>ATO: Chief Operating Officer</u> <p>-</p> <u>Non-ATO: Associate or Assistant Administrator of the line of business or staff office</u> <p>-</p> <u>Acquisition Executive</u> <p>-</p> <u>Chief Financial Officer</u> <p>-</p> <u>Chief Information Officer</u> <p>-</p> <u>Deputy Administrator concurs</u>

* Whenever baseline reviews indicate a negative variance to a baseline measure, the service organization must take action as prescribed in AMS Section 1.2.3.

Section 1.2.16 : OMB Budget Documentation

Old Content: Acquisition Management Policy:
Section 1.2.16 : OMB Budget Documentation

The OMB Exhibit 300 is a budget request document updated yearly and sent to OMB during the annual budget cycle for designated capital investment programs. Service organizations prepare the OMB Exhibit 300, which is independently reviewed and scored by the Information Technology Program and Portfolio organization. The Chief Information Officer, Chief Financial Officer, and Acquisition Executive approve OMB Exhibit 300s for designated information technology capital investments before submission to OMB. The Acquisition Executive and Chief Financial Officer approve OMB 300 Exhibits for designated non-information technology capital investments.

New Content: Acquisition Management Policy:
Section 1.2.16 : OMB Budget Documentation

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Red Line Content: Acquisition Management Policy:
Section 1.2.16 : OMB Budget Documentation

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