

## Acquisition Management Policy - (4/2016)

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### 1.1 Overview

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## **1.1 Overview**

### **1.1.1 Purpose** Revised 10/2007

The Acquisition Management System (AMS) establishes policy and guidance for all aspects of lifecycle acquisition management for the Federal Aviation Administration (FAA). It defines how the FAA manages its resources - money / people / assets - to fulfill its mission. The objectives of the policy are to increase the quality, reduce the time, manage the risk, and minimize the cost of delivering safe and secure services to the aviation community and flying public. Acquisition management policy promotes these objectives through partnership among service providers and customers to ensure FAA plans, programs, and budgets address priority aviation needs.

### **1.1.2 Scope and Structure** Revised 4/2013

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.

### **1.1.3 Legal Basis for the Policy** Revised 1/2012

The FAA developed the Acquisition Management System in response to Section 348 of Public Law 104-50. The AMS supersedes the Major Acquisition Policies and Procedures of the Department of Transportation and all other acquisition and procurement statutes and regulations, including the Federal Acquisition Regulation. Contracts awarded prior to April 1, 1996, remain under the Federal Acquisition Regulation until bilateral modification brings them under the AMS. AMS policy takes precedence over all other FAA policy dealing with any aspect of lifecycle acquisition management and related disciplines. The AMS serves as the FAA's Capital Planning and Investment Control process.

### **1.1.4 Applicability** Revised 4/2013

Acquisition management policy applies to all FAA organizations, all appropriations, and all investment programs. This includes all capital investments in the National Airspace System (NAS) 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.

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.

The FAA 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.

### 1.1.5 FAA Lifecycle Management Process Revised 4/2013

The FAA executes its acquisition management policy by means of the lifecycle management process, which is organized into a series of phases and decision points as shown in Figure 1.1.5-1. The circular representation conveys the principle of seamless management and continuous improvement in service delivery over time. Application is flexible and may be tailored appropriately. A continuing dialog with and feedback from customers (e.g., commercial air carriers, general aviation, air transport industry, state and local airport authorities) and users (air traffic and technical operations) is maintained throughout the process. Detailed policy is in Section 2, Lifecycle Management Phases and Decision Points.

*Figure 1.1.5-1 FAA Lifecycle Management Process*

