# Case Neg - NextGen

### Spending Link

#### Nextgen is too expensive - costs 40 billion

#### WOLFE 12

KATHRYN June 6th, 2012(<http://www.enotrans.org/news/aviation-looks-to-nextgen-but-at-what-cost>), [Politico](https://www.politicopro.com/story/transportation/?id=11896) ZB

The issue of how to pay for airlines’ new avionics — called equippage — has vexed the FAA since it first announced the program. When NextGen was first rolled out, the FAA envisioned the government footing the bill for $20 billion worth of ground infrastructure and the airlines paying $20 billion to install the avionics necessary to communicate with the new system

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The project has huge benefits. That switch, along with other technological improvements, would allow for more efficient flight paths, reduced fuel consumption, smaller carbon emissions, and less flight delays. But it comes with a high price tag: FAA estimates that the infrastructure cost of NextGen through 2025 is $15 billion to $20 billion, plus another $19 billion for the cost of equipping airplanes with the requisite technology.

#### NextGen’s technology is expensive and behind schedule to develop

Hoover ‘11

J. Nicholas Hoover; Senior Editor, InformationWeek Government; “Problems Plague FAA's NextGen Air Traffic Control Upgrade;” 10-5-11; <http://www.informationweek.com/news/government/info-management/231900067>

The long-term, multi-stage NextGen effort, which has been underway for several years and isn't slated to be complete until approximately 2025, aims to improve American aviation by upgrading numerous Cold War-era flight systems. But the effort has long suffered problems. Within the last couple of years, the FAA has instituted a number of changes to improve NextGen's management, including working closely with an advisory group made up of users and other constituents, changing the NextGen program so that it directly reports to the FAA's deputy administrator, and centralized program management for the effort. However, ongoing problems continue to threaten the program's costs and timeline and have kept private industry in the dark about the program's benefits and schedule, the officials and executives told the House Transportation and Infrastructure Committee. As a result, according to Lee Moak, president of the Air Line Pilots Association, a group that represents the interests of 53,000 pilots, and Ed Bolen, president and CEO of the National Business Aviation Association, manufacturers are building and delivering future-proofed planes and carriers are putting new processes in place but can't take advantage of all their capabilities because of delays in or improper management of NextGen. For example, numerous carriers are ready to adopt procedures that they co-developed with the FAA to provide "smooth, fuel efficient, low emission descents that reduce [the need for] communications and enhance safety during good weather conditions" and others that help out in poor weather conditions, Bolen said. But the FAA doesn't even have plans or approval processes to permit planes to follow these procedures even as jet fuel costs continue to rise. In another case, the En Route Automatic Modernization (ERAM) system, a computer system to provide communications and generate display data for air traffic controllers, is about 5 years behind schedule and as much as $500 million over budget, according to a study by Mitre Corp. According to FAA Inspector General Calvin Scovel, early testing of ERAM revealed problems with safety management, and controllers had to rely on cumbersome workarounds to overcome those issues. That problem snowballed. "ERAM's problems are the direct result of poor program management," Scovel said. "There was over-optimism that ERAM could be deployed in a year, and FAA didn't begin to mitigate some risks until three years after problems began surfacing. This was a program that was hobbled out of the gate." Even with all those problems, and despite the significant program risks, the FAA still hasn't conducted an assessment of ERAM's dependencies or impacts on other program costs.

#### NextGen is already over budget and will cost far more

Levin 12

(Alan “FAA Fails to Properly Monitor Contracting, U.S. Auditor Says” April 13 2012 [http://mobile.bloomberg.com/news/2012-04-13/faa-fails-to-properly-monitor-contracting-u-s-auditor-says accessed on 7/2/12](http://mobile.bloomberg.com/news/2012-04-13/faa-fails-to-properly-monitor-contracting-u-s-auditor-says%20accessed%20on%207/2/12) SA

More than one-third of the 30 contracts critical to building a new U.S. air-traffic system are over budget and half are delayed, a government audit concluded. Eleven of the 30 contracts underpinning the so-called NextGen system exceed projected costs by a total of $4.2 billion, according to a Government Accountability Office report released today. Fifteen of the contracts are behind schedule by an average of four years, the GAO report said. “These challenges, if they persist, will impede the implementation of NextGen, especially in light of the interdependencies among many acquisition programs, where cost increases or delays in one program can affect the costs and schedules of other programs,” the agency said in the report. The U.S. Federal Aviation Administration is moving from a radar-based system of tracking aircraft to one using global- positioning satellites. The NextGen system should reduce aircraft fuel consumption and emissions while improving safety, according to the agency. It will cost the government, airlines and other aircraft owners as much as $42 billion by 2025, the agency estimates.

#### NextGen is too expensive, problematic, and is 13 years away

[**Hoover**](http://www.informationweek.com/authors/6419) 11

J. Nicholas October 05, 2011(Problems Plague FAA's NextGen Air Traffic Control Upgrade)( <http://www.informationweek.com/news/government/info-management/231900067>) (Nick Hoover is a senior editor for InformationWeek Government, where he covers the federal IT sector. He has written numerous cover stories, features and news stories for the publication and its Website, interviewing CIOs and IT leaders across the government. He's written exclusives on technology at secretive spy agencies, features on critical cybersecurity needs, and stories about everything from cloud computing to financial management systems. In his time with InformationWeek, Hoover has covered various beats, including networking, Microsoft, collaboration and cloud computing. Currently, he's also attending law school in the evenings at the University of Maryland School of Law. ZB

The Federal Aviation Administration continues to struggle with budgets, deadlines, and management of its multi-billion dollar upgrades to the nation's air traffic control systems, government officials and industry executives told Congress on Wednesday The long-term, multi-stage NextGen effort, which has been underway [for several years](http://www.informationweek.com/news/government/enterprise-architecture/225200456) and isn't slated to be complete until approximately 2025, aims to improve American aviation by upgrading numerous Cold War-era flight systems. But the effort has long suffered problems.

#### FAA sucks at keeping track of money.

Levin 12

(Alan “FAA Fails to Properly Monitor Contracting, U.S. Auditor Says” April 13 2012 [http://mobile.bloomberg.com/news/2012-04-13/faa-fails-to-properly-monitor-contracting-u-s-auditor-says accessed on 7/2/12](http://mobile.bloomberg.com/news/2012-04-13/faa-fails-to-properly-monitor-contracting-u-s-auditor-says%20accessed%20on%207/2/12) SA

The U.S. [Federal Aviation Administration](http://mobile.bloomberg.com/topics/federal-aviation-administration/) isn’t properly monitoring costs and potential ethical violations in contracts related to improvements in the nation’s air-traffic systems, an audit found. Practices for selecting and overseeing contracts awarded since 2010 for work related to the so-called NextGen project are “not sufficient,” the Department of Transportation’s Inspector General said in a report released today. The seven contracts examined, awarded to companies including Boeing Co. (BA), CSSI Inc., ITT Corp. (ITT) and General Dynamics Corp. (GD), are valued at as much as $7.3 billion, the largest cumulative award in FAA history, according to the report. The contracts are for technical and professional support of new systems to let the FAA track aircraft using satellite navigation instead of radar. The agency didn’t verify labor rates charged in five of seven contracts, according to the report. The FAA overestimated the labor hours required, the auditors found. “Weaknesses in its monitoring tools and critical acquisition data errors further impede FAA’s ability to ensure it does not overpay for professional and technical services,” the IG said in the report. While the FAA was supposed to monitor the contracts for conflicts of interest, the agency was unaware that one contractor hired to perform upkeep was also involved in a $1.8 billion NextGen acquisition on the same system, the audit found. “The FAA has strong management controls in place with enhanced oversight to ensure that the System Engineering 2020 contract program provides an efficient and cost-effective means to support NextGen implementation,” the agency said in a statement. The agency, in a Jan. 20 letter attached to the audit, said it had made steady improvements in the contract process that “were not captured” in the report.

### AT - Solvency

#### NextGen can’t solve, says the president of Airports Council International

Karp ‘12

Aaron Karp; senior editor for Air Transport World; 4-4-12; Air Transport World, "Despite FAA Reauthorization, NextGen Questions Persist;”

<http://blogs.atwonline.com/2012/04/04/despite-faa-reauthorization-nextgen-questions-persist/>

David Plavin, formerly president of Airports Council International-North America (ACI-NA), cautioned that just implementing NextGen ATC won’t be sufficent to meet future air traffic demand. “The top 17 US airports accounted for 50% of air traffic in the US last year,” he said. “So we need runways … The whole conversation [about NextGen] needs to be expanded.” Satellite ATC will “help a lot” in alleviating system congestion, but unless major US airports’ physical infrastructure also expands, “it’s not enough,” Plavin commented.