

INTERNATIONAL LEADERSHIP

Bilateral Safety Agreements



Federal Aviation
Administration

FY 2008 Performance Target

"Conclude at least two (new or expanded) bilateral safety agreements that will facilitate an increase in the ability to exchange aviation products and services."

Flight Plan Objective and Performance Target

Objective 1: Promote improved safety and regulatory oversight in cooperation with bilateral, regional, and multilateral aviation partners.

Performance Target: Conclude at least eight (new or expanded) bilateral safety agreements that will facilitate an increase in the ability to exchange aviation products and services by FY 2012.

	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Target	2	2	2	3	2
Actual	3	2	4	3	

Definition of Measure

Unit of Measure: Number of executive agreements signed and/or implementation procedures agreements concluded.

Computation: Evidence of a signed executive agreement and/or evidence of the conclusion of an implementation procedure.

Formula: N/A

Scope of Measure: U.S. Bilateral Agreements related to aviation safety have two components: executive agreements and implementation procedures. The executive agreement is signed by the Department of State and the target country's Ministry of Foreign Affairs. It lays the essential groundwork for cooperation between the two governments and their respective aviation authorities. The implementation procedures, the second component, provide detailed operational safety and certification arrangements between the FAA and the target country's civil aviation authority. The implementation procedure is the operational portion of the bilateral agreement that allows for acceptance of aviation goods and services between the two countries.

The target is achieved when either a new executive agreement is signed or a new or expanded implementation procedure is signed, or all substantive issues relating to the content of the agreement are completed with the target country or regional authority. (Interim measures related to the progress of negotiations may also be tracked for internal purposes during a specific fiscal year.)

Why the FAA Chooses this Measure

The purpose of a Bilateral Aviation Safety Agreement (BASA) is to promote aviation safety and environmental quality and to enhance cooperation and increase efficiency in matters related to civil aviation worldwide. Increasing globalization of aircraft manufacturing and airline operations and the interdependency between the United States and the foreign aviation sector is outpacing the FAA's ability to conduct oversight throughout the globe. By building a global network of competent civil aviation authorities and concluding agreements with additional countries and/or regional authorities, the FAA can have a significant impact on improved global understanding of U.S. safety regulations leading to more consistent international oversight.

BASAs are based on the recognition of comparability of the U.S. and foreign systems. They allow the FAA to rely upon the safety oversight capabilities and technical expertise of foreign civil aviation authorities, thereby minimizing duplication of efforts and opening new lines of communication. The FAA can then better focus on U.S. safety priorities while relying on competent foreign civil aviation authorities for those activities taking place overseas.

Source of the Data

The executive agreements are negotiated and maintained by the Department of State. The implementation procedures are negotiated and concluded by FAA. The official, signed implementation procedure is maintained at FAA Headquarters.

Statistical Issues

N/A

Completeness

There are no completeness data issues associated with this measure since it is a simple count of the final signed new executive agreement or implementation procedures agreement.

This performance target is monitored monthly by tracking interim negotiation steps leading to completion of a BASA and tracking FAA internal coordination of the negotiated draft text.

The final signing of executive agreements is generally out of the control of the FAA. Many sovereign nations view these agreements as treaties that require legislative approval. The FAA and U.S. Government cannot control the timing of legislatures in other countries. Therefore, FAA counts executive agreements only when signed. The negotiation of implementation procedures is more within FAA's control.

The signed document of the executive agreement constitutes evidence of completion. For implementation procedures, evidence will be either a signed procedure or some form of agreement between both parties that material negotiations are concluded, but a formal signing ceremony is pending. This can take the form of an e-mail, meeting minutes, or other mutual agreement between the two parties that the implementation procedures activity has been concluded.

Reliability

N/A