

FY2015 Agency Scorecard for January 2015
OSI, Corporate STI, Agency Priority Goals, DOT Goals, FAA Strategic Initiatives, Corporate Priorities, STI
February 27, 2015 04:22 PM

15S1C1 Target #1 90 days after union notification, but no later than June 30, 2015, have the FAA Compliance Philosophy signed by the Administrator. (AVS, AGC, ARP, ASH, AST) Due June 30, 2015.

Special Designations: OSI, Corporate STI, FAA Strategic Initiatives, STI

Commentary (January 2015)

AFS-1 provided informational briefings to NATCA (23 January) and PASS (30 January) on revised Compliance Philosophy. As part of communications outreach, an FAA-wide eLMS Compliance Philosophy briefing is being developed; a prototype will be available end of February. Formal Agency review and approval of the Compliance Philosophy order and revised FAA Order 2150.3 will follow final coordination meeting with AOA-1 on 10 February. Development of standardized oversight terminology, and identification of best internal and external safety oversight practices continue on schedule.

Commentary (December 2014)

AGC is coordinating Union notification for the new Compliance Philosophy, and is in the process of updating FAA Order 2150. A draft Communication Plan for the Compliance Philosophy is being developed in coordination with AOC. First meeting with AOC was held December 4, 2014. Training is being revised to support CP for the FAA and the LOBs. A second phase activity is under way by LOBs/SOs to identify common threads supporting best practices and oversight integration recommendations.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15S.4 Commercial Air Carrier Fatality Rate

Description

Reduce the commercial air carrier fatalities per 100 million persons on board by 24 percent over 9-year period (2010-2018). No more than 6.2 in 2018. FY 2015 Target: 6.9

Special Designations: OSI, Corporate STI, Agency Priority Goals, DOT Goals, STI

Commentary (January 2015)

As of January 31, 2015, this target is Green. Year to date there have been no fatal accidents. Therefore, the actual rate is 0.0 vs. a not to exceed of 6.9. This equates to zero fatalities against a not to exceed of 56 for the year.

Commentary (December 2014)

As of December 31, 2014, this target is Green. Year to date there have been no fatal accidents. Therefore, the actual rate is 0.0 vs. a not to exceed of 6.9. This equates to zero fatalities against a not to exceed of 56 for the year.

Status Table (Quantitative Metric - Not to Exceed)

Period	Target	Actual	Status
10/2014	0	0	[Green]
11/2014	0	0	Green
12/2014	0	0	Green
01/2015	0	0	Green

✓ Indicates that the item is complete.

15S.4C3 Target #1 Part 23 Rule (GA Aircraft): Rulemaking Management Council approval of the Part 23 Rulemaking Action Plan. Due December 31, 2014.

Special Designations: OSI, STI

Commentary (January 2015)

The Part 23 RAP was approved by the Rulemaking Council on December 9, 2014.

Commentary (December 2014)

The Part 23 RAP was approved by the Rulemaking Council on December 9, 2014.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green ✓
01/2015	Green ✓

✓ Indicates that the item is complete.

15S.5 General Aviation Fatal Accident Rate

Description

Reduce the general aviation fatal accident rate to no more than 1 fatal accident per 100,000 flight hours by 2018. FY 2015 Target: 1.04

Special Designations: OSI, Agency Priority Goals, DOT Goals, STI

Commentary (January 2015)

As of January 31, 2015, the General Aviation Fatal Accident Performance Measure is Red. The actual rate is 1.04 vs. a not to exceed of .97. This equates to 73 fatal accidents vs. a not to exceed of 68 for the year. Additionally there have been 115 fatalities for the year.

Commentary (December 2014)

As of December 31, 2014, the General Aviation Fatal Accident Performance Measure is Green. The actual rate is .99 vs. a not to exceed of 1.03. This equates to 53 fatal accidents vs. a not to exceed of 55 for the year. Additionally there have been 85 fatalities for the year.

Status Table (Quantitative Metric - Not to Exceed)

Period	Target	Actual	Status
10/2014	0	1.25	Red
11/2014	0	1.03	Green
12/2014	0	0.99	Green
01/2015	0	1.04	Red

✓ Indicates that the item is complete.

15S.12 System Risk Event Rate (SRER)

Description

Reduce risks in flight by limiting the rate of the most serious losses of standard separation to 20 or fewer for every thousand (.02) losses of standard separation within the National Airspace System.

Special Designations: OSI, STI

Commentary (January 2015)

The System Risk Event Rate (SRER) Target is 20 High Risk-Risk Analysis Events (RAEs) per 1,000 loss of standard separation. The January status is Green. SRER is based upon a 12 month cumulative average of data. For the reporting period Feb 14 through Jan 15 the preliminary SRER is 3.13. For the reporting period Jan 14 through Dec 14 the revised SRER is 3.22.

There were a total of 7,354 losses of standard separation in this reporting period. There were a total of 23 high risk RAEs identified in this reporting period. DATA ARE PRELIMINARY AND SUBJECT TO CHANGE. DATA CURRENT AS 2/2/2015.

Commentary (December 2014)

The System Risk Event Rate (SRER) Target is 20 High Risk-Risk Analysis Events (RAEs) per 1,000 loss of standard separation. The December status is Green. SRER is based upon a 12 month cumulative average of data. For the reporting period Jan 14 through Dec 14 the preliminary SRER is 3.15. For the reporting period Dec 13 through Nov 14 the revised SRER is 3.40.

There were a total of 7,304 losses of standard separation in this reporting period. There were a total of 23 high risk RAEs identified in this reporting period. DATA ARE PRELIMINARY AND SUBJECT TO CHANGE. DATA CURRENT AS 1/5/2015.

Status Table (Quantitative Metric - Not to Exceed)

Period	Target	Actual	Status
10/2014	18	3.2	Green
11/2014	18	3.35	Green
12/2014	18	3.15	Green
01/2015	18	3.13	Green

✓ Indicates that the item is complete.

15S.12I Hazard Risk Mitigations

Description

Implement 80% of approved interventions to mitigate the top five (5) hazards associated with airborne losses of separation.

Special Designations: OSI, Agency Priority Goals, DOT Goals, STI

Commentary (January 2015)

January: On January 1, ATO approved the Corrective Action Plans (CAPs) with 26 mitigations, which requires the implementation of 21 to meet the 80% target. As of January, 4 of 26 CAP mitigations activities are implemented (15%). The breakdown of activities that were completed as of January:

Inadequate Vectors associated with Opposite Direction Operations (ODO): 1 of 5 activities complete. On October 24, 2014, published ATO-SG-14-09 addressing development of local ODO procedures to comply with FAA Order JO 7210.3, paragraph 2-1- 30.

Misjudgment Associated with ODO: 1 of 5 activities complete. On October 24, 2014, published ATO-SG-14-09 addressing development of local ODO procedures to comply with FAA Order JO 7210.3, paragraph 2-1- 30.

Misapplied Visual Separation: 1 of 2 activities complete. Submitted the draft Document Change Proposal (DCP) for FAA Order JO 7110.65, paragraph 7-2-1, to improve logical flow and structure to increase clarity of the application of visual separation procedures (including phraseology examples), in turn improving controller understanding to AJV-8.

Surface Memory Aids: 1 of 6 activities complete: On January 20, 2015, completed the package for work group use that includes the task to review and quantify results of the 2013 Memory Aids in Air Traffic Control survey and review Category A/B RIs from the past two years.

Commentary (December 2014)

All TOP 5 Corrective Action Plans (CAPs) are developed.

o Pending final approval via stakeholder signatures

o 26 potential mitigations, which requires implementation of 21 to meet 80% target

Top 5 hazards were announced on November 14, 2014

1. Weather Dissemination

Need to solicit and disseminate significant Pilot Weather Report information and/or to issue pertinent weather information.

2. Surface Memory Aids

Use of Surface Memory Aids.

3. Misapplied Visual Separation

(tower visual and pilot-to-pilot)

Proper utilization of visual separation.

4. Inadequate Vectors

Use of adequate vectors to maintain separation associated with Opposite Direction Operations.

5. Misjudgment

Use of proper judgment of aircraft rate of climb, descent, or closure associated with Opposite Direction Operations

Status Table (Calculated Rollup Metric)

Period	Target	Actual	Status
10/2014	1	1	Green
11/2014	1	1	Green
12/2014	1	1	Green
01/2015	1	1	Green

✓ Indicates that the item is complete.

15S.21 Runway Incursions (Category A and B)

Description

Reduce Category A & B (most serious) runway incursions to a rate of no more than .395 per million operations, and maintain or improve through FY2018.

Special Designations: OSI, Agency Priority Goals, DOT Goals, STI

Commentary (January 2015)

The target for Runway Incursion (RI) Rate (Category A and B) is 0.395 per million operations. The Jan status is Red. Through Jan FY 2015, the preliminary cumulative rate for category A&B runway incursions is 0.448 per million operations. The revised cumulative rate for Dec is 0.420.

There were 2 A/B RI in the month of January 14.

There have been 7 Category A/B RI in FY 2015:

- Oct - 1 Category A Pilot Deviation (PD)
- Oct - 1 Category B Operational Incident (OI)
- Nov - 1 Category A Pilot Deviation (PD)
- Dec - 2 Category A Operational Incident (OI)
- Jan - 2 Category A Pilot Deviations (PD)

DATA ARE PRELIMINARY AND SUBJECT TO CHANGE. DATA CURRENT AS 2/5/2015

Commentary (December 2014)

The target for Runway Incursion (RI) Rate (Category A and B) is 0.395 per million operations. The Dec status is Red. Through Dec FY 2015, the preliminary cumulative rate for category A&B runway incursions is 0.420 per million operations. The revised cumulative rate for Nov is 0.364.

There were 2 A/B RI in the month of December 14.

There have been 5 Category A/B RI in FY 2015:

- Oct - 1 Category A Pilot Deviation (PD)
- Oct - 1 Category B Operational Incident (OI)
- Nov - 1 Category A Pilot Deviation (PD)
- Dec - 2 Category A Operational Incident (OI)

DATA ARE PRELIMINARY AND SUBJECT TO CHANGE. DATA CURRENT AS 2/4/2015

Status Table (Quantitative Metric - Not to Exceed)

Period	Target	Actual	Status
10/2014	0.335	0.226	Green

11/2014	0.335	0.122	Green
12/2014	0.335	0.42	Red
01/2015	0.335	0.448	Red

✓ Indicates that the item is complete.

15S.22 Commercial Space Launch and Reentry Accidents

Description

No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.

Special Designations: OSI, STI

Commentary (January 2015)

No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.

Commentary (December 2014)

No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	3	3	Green
11/2014	3	3	Green
12/2014	3	3	Green
01/2015	3	3	Green

✓ Indicates that the item is complete.

15S.24 IT Risk Management and Information Systems Security

Description

Address 80% of high value risks within 30 days. Establish oversight by the Cybersecurity Steering Committee to assure consistent risk acceptance decisions. Visualize vulnerabilities on all IP based systems.

Special Designations: OSI, DOT Goals, STI

Commentary (January 2015)

Activity is Green. Using legacy capabilities, a visualization of incident information for all three operating domains (NAS, Mission Support, R&D) was presented to the FAA Cybersecurity Steering Committee on January 14, 2015. Data analysis continues, and will address questions raised by the Committee. Review will continue monthly by the Committee. Efforts continue planning the integration of the DHS selected CDM Dashboard product, RSA Archer. In addition, the FAA has received Delegated Procurement Authority on the DHS awarded Continuous Monitoring as a Service (CMaaS) Blanket Purchase Agreement (BPA) with GSA.

Commentary (December 2014)

Activity is Green. Finalization of Cyber incident process underway and planning for FAA cyber exercise to test that process is in planning stages, with briefing to FAA Cybersecurity Steering Committee scheduled for January 2015. Visualization of cyber incidents by Domain (NAS, Mission Support, Research & Development) in process using legacy capabilities pending availability of DHS provided CDM Dashboard.

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	3	3	Green
11/2014	3	3	[Green]
12/2014	3	3	Green
01/2015	3	3	Green

✓ Indicates that the item is complete.

15S.57F1 Runway Safety Area (RSA) Improvements

Description

By September 30, 2015 ATO will improve 75 RSAs, and ARP will improve 20 RSAs, to meet RSA standards.

Special Designations: OSI, STI

Commentary (January 2015)

The FAA Office of Airports (ARP) is scheduled to complete 20 RSAs in 2015 (AAL-6, AEA-5, AGL-1, ANE-1, ASW-2, AWO-5). The FAA Air Traffic Organization (ATO) is scheduled to complete 75 RSAs in 2015. To date, ARP has completed 6 RSAs and ATO has completed 19 RSAs.

All regions are on track to provide RSA status reports by June 30, 2015.

Commentary (December 2014)

The FAA Office of Airports (ARP) is scheduled to complete 20 RSAs in 2015 (AAL-6, AEA-5, AGL-1, ANE-1, ASW-2, AWO-5). The FAA Air Traffic Organization (ATO) is scheduled to complete 75 RSAs in 2015. To date, ARP has completed 4 RSAs and ATO has completed 13 RSAs.

All regions are on track to provide RSA status reports by June 30, 2015.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C1A1 Target #1 En Route Automation Modernization (ERAM): Achieve last Operational Readiness Date (ORD) on En Route Automation Modernization (ERAM.) Due March 31, 2015.

Special Designations: OSI, Agency Priority Goals, DOT Goals, FAA Strategic Initiatives, STI

Commentary (January 2015)

January 2015 - On Track - Of the 20 En Route Automation Modernization (ERAM) sites that have achieved Initial Operational Capability (IOC), 16 sites have achieved Operational Readiness Date (ORD). Of the remaining 4 sites, Jacksonville (ZJX), Atlanta (ZTL) and Washington DC (ZDC) have achieved Continuous Operations, and New York (ZNY) is progressing thru Extended operational runs. (Updated 2/3/2015)

Commentary (December 2014)

December 2014 - On Track - Of the 20 En Route Automation Modernization (ERAM) sites that have achieved Initial Operational Capability (IOC), 16 sites have achieved Operational Readiness Date (ORD). Of the remaining 4 sites, Atlanta (ZTL) and Washington DC (ZDC) have achieved Continuous Operations, and Jacksonville (ZJX) and New York (ZNY) are progressing thru Extended operational runs. (Updated 1/8/2015)

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C1A1 Target #2 Terminal Automation Modernization and Replacement: Achieve TAMR Initial Operational Capability (IOC) at 3rd site (Segment 1, Phase 3). Due September 30, 2015.

Special Designations: OSI, FAA Strategic Initiatives, STI

Commentary (January 2015)

January 2015 - IOC at Northern California TRACON (NCT) was completed 1/27/2015. Two operational runs successful. (Updated 2/5/2015)

Commentary (December 2014)

December 2014 - IOC planning is ongoing. First operational run is planned for the end of January 2015. (Updated 1/5/2015)

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green ✓

✓ Indicates that the item is complete.

15C1A6 Target #1 Automatic Dependent Surveillance - Broadcast (ADS-B): Achieve ADS-B Initial Operational Capability at last (24th) En Route Site. Due September 30, 2015.

Special Designations: OSI, FAA Strategic Initiatives

Commentary (January 2015)

January 2015 - On Track - As of 1/31/15, 22 of 24 Initial Operating Capabilities (IOCs) have been achieved. In FY15, the following sites are projected to achieve IOC: Jacksonville Center-ZJX (2/2015) and Honolulu Center-ZHN (6/2015). (Updated 2/4/2015)

Commentary (December 2014)

December 2014 - On Track - As of 12/31/14, 22 of 24 Initial Operating Capabilities (IOCs) have been achieved. In FY15, the following sites are projected to achieve IOC: Jacksonville Center-ZJX (1/2015) and Honolulu Center-ZHN (6/2015). (Updated 1/6/2015)

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C1B2 Target #1 UAS Rulemaking: Rulemaking Management Council approval of Application for Rulemaking (APP) for the next phase of UAS integration to include expanded operations. Due September 30, 2015.

Special Designations: OSI, FAA Strategic Initiatives

Commentary (January 2015)

The responsible executives supporting the UAS Rulemaking plan met on January 12, 2015, to discuss options for consideration for the next phase of rulemaking. Options include permitting operations for unmanned aircraft greater than 55 lbs and permitting operations within visual line of sight over urban areas.

Commentary (December 2014)

The responsible executives supporting the UAS Rulemaking plan will meet on January 12, 2015, to discuss options for consideration for the next phase of rulemaking.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C1B10 Target #1 Integrate UAS into the NAS: Process (grant, deny, or close out) 85% of the exemption requests under Section 333 of the FAA Modernization and Reform Act of 2012 (FMRA) within 120 days of receipt during the current fiscal year processing cycle (October 1, 2014-June 2, 2015). (AGC, ARM, AFS) Due September 30, 2015.

Special Designations: OSI, FAA Strategic Initiatives, STI

Commentary (January 2015)

There have been 290 Section 333 Petitions for Exemption received (As of January 29, 2015). 19 (7%) petitions have been processed within 120 days and 3 are over 120 days and not processed. Additionally there are 268 under 120 days awaiting processing. Status is yellow due to volume of petitions received, personnel shortages and the need for the Secretary to make a section 333 determination before FAA can issue an exemption. This step is not part of the usual exemption process and has resulted in missed deadlines.

A core group was formed in January and charged with moving the petitions forward quickly. The petition processing time has reduced since this group was formed. 15 exemptions have been processed by the team to date and FAA will prepare memos in advance of the 120 day metric to better anticipate Secretarial review time. The team continues to explore options to streamline the process and get back on track.

Commentary (December 2014)

Section 333 Petitions for Exemption received: 161 (As of January 2, 2015)

Processed within 120 days: 7 (4%)

Missed 120 day deadline: 0 (0%)

Not processed but under 120 days: 154 (96%)

Note: Six petitions were processed as close outs. The petitioners did not meet part 11.81 and did not respond to the FAA's request for the missing information.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Yellow

✓ Indicates that the item is complete.

15C1C Accommodating Commercial Space Transportation into the NAS

Description

Safely and efficiently integrate new types of operations, such as commercial space and unmanned aircraft, into the NAS and enable the benefits these operations will provide.

Special Designations: OSI, FAA Strategic Initiatives, STI

Commentary (January 2015)

Accomplishments: Work has been initiated on the planned operational demonstration to be conducted at the Command Center before the end of FY15. Initial Network/Communication architecture and interface test have been scheduled. Hardware procurement is being finalized. Challenges: Ongoing work on launch and reentry missions, as well as work in developing letters of agreement and supporting licensing/permitting evaluations is necessary and competes for scarce resources. Next steps: Parallel efforts to finalize data set definition/ICD, systems engineering study, safety display definitions, and demo definition are underway. Full team technical interchange meeting held 1/21 - 1/22.

Commentary (December 2014)

Accomplishments: Work has been initiated on the planned operational demonstration to be conducted at the Command Center before the end of FY15. Network/Communication architecture and interfaces for data flow is completed. Challenges: Ongoing work on launch and reentry missions, as well as work in developing letters of agreement and supporting licensing/permitting evaluations is necessary and competes for scarce resources. Next steps: Parallel efforts to finalize details of the network/comm architecture, data set definition/ICD, systems engineering study, hardware trade study, safety display definitions, and demo definition are underway. Technical interchange meeting scheduled for 1/21 to include delivery of first 2 deliverables (systems engineering study and hardware trade study).

Status Table (Calculated Rollup Metric)

Period	Target	Actual	Status
10/2014	1	1	[Green]
11/2014	1	1	Green
12/2014	1	1	Green
01/2015	1	1	Green

✓ Indicates that the item is complete.

15C.2 Adjusted Operational Availability

Description

Sustain Adjusted Operational Availability at 99.7% for the reportable facilities that support the Core Airports through 2015.

Special Designations: DOT Goals, STI

Commentary (January 2015)

Target: 99.70%

FYTD: 99.69%

Dec 14: 99.73%

Jan 15: 99.63%

Jan 14: 99.77%

Preliminary numbers show, for the month of January 2015, we are below the goal for adjusted operational availability. Compared to December 2014, the adjusted operational availability for the Core Airports (reportable facilities) decreased by 0.092%%, with an approximate increase of 2,000 hours in scheduled downtime (mainly due to Code 60 Periodic Maintenance, Code 65 Corrective Maintenance, Code 67 Reserved and Code 68 Related outages).

Compared to January 2014, the adjusted operational availability for the Core Airports (reportable facilities) decreased by 0.139%, with an approximate increase of 1,800 hours in unscheduled downtime (mainly due to Code 80 Equipment, Code 82 Prime Power and Code 88 Related outages).

Note: Data Source - NASPAS (The NASPAS database is validated continuously)
Official data through December 2014; Preliminary data through January 2015

Commentary (December 2014)

Target: 99.70%

FYTD: 99.71%

Nov 14: 99.72%

Dec 14: 99.74%

Dec 13: 99.82%

Preliminary numbers show, for the month of December 2014, we are above the goal for adjusted operational availability. Compared to November 2014, the adjusted operational availability for the Core Airports (reportable facilities) increased by 0.013%.

Compared to December 2013, the adjusted operational availability for the Core Airports (reportable facilities) decreased by 0.084%, with an approximate increase of 2,000 hours in unscheduled downtime (mainly due to Code 80 Equipment, Code 85 Nature/Weather Effects and Code 88 Related outages).

Note: Data Source - NASPAS (The NASPAS database is validated continuously)

Official data through November 2014; Preliminary data through December 2014

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	99.7	99.66	[Yellow]
11/2014	99.7	99.693	[Yellow]
12/2014	99.7	99.712	Green
01/2015	99.7	99.69	[Yellow]

✓ Indicates that the item is complete.

15C.3 NAS On-Time

Description

Achieve a NAS on-time arrival rate of 88 percent at Core airports and maintain through FY 2018.

Special Designations: DOT Goals

Commentary (January 2015)

Target: 88.0
FYTD: 90.94
Dec 2014: 90.71
Jan 2015: 90.97
Jan 2014: 89.17

The Core NAS On-Time performance for January 2015 was 90.97 which is above the target of 88.0%. Because the fiscal year-to-date performance of 90.94% is above the annual target of 88%, the Core NAS On-Time performance is reported as Green for Fiscal Year 2015. The Core NAS On-Time for January 2015 (90.97) increased less than 1% from December 2014 (90.71) and increased 2% from January 2014 (89.17).

Commentary (December 2014)

Target: 88.0
FYTD: 91.07
Nov 2014: 91.92
Dec 2014: 90.73
Dec 2013: 88.18

The Core NAS On-Time performance for December 2014 was 90.73 which is above the target of 88.0%. Because the fiscal year-to-date performance of 91.07% is above the annual target of 88%, the Core NAS On-Time performance is reported as Green for Fiscal Year 2015. The Core NAS On-Time for December 2014 (90.73) decreased 1.3% from November 2014 (91.92) and increased 2.9% from December 2013 (88.18).

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	88	90.83	Green
11/2014	88	91.36	Green
12/2014	88	91.07	Green
01/2015	88	90.94	Green

✓ Indicates that the item is complete.

15C.31 Average Daily Capacity

Description

Maintain an average daily capacity for core airports of 59,122, or higher, arrivals and departures.

Special Designations: OSI, STI

Commentary (January 2015)

Target: 59,122
FYTD: 59,529
Dec 2014: 59,473
Jan 2015: 59,718
Jan 2014: 58,692

The Average Daily Total Airport Capacity for the Core Airports for January 2015 was 59,718 which is above the target of 59,122. The Average Daily Total Airport Capacity for the Core Airports for Fiscal Year 2015 is Green at 59,529 - above the annual target of 59,122. The Average Daily Total Airport Capacity for the Core Airports for January 2015 (59,718) increased less than 1% from December 2014 (59,473) and increased 1.8% from January 2014 (58,692).

Commentary (December 2014)

Target: 59,122
FYTD: 59,465
Nov 2014: 59,993
Dec 2014: 59,473
Dec 2013: 60,375

The Average Daily Total Airport Capacity for the Core Airports for December 2014 was 59,473 which is above the target of 59,122. The Average Daily Total Airport Capacity for the Core Airports for Fiscal Year 2015 is Green at 59,465 - above the annual target of 59,122. The Average Daily Total Airport Capacity for the Core Airports for December 2014 (59,473) decreased less than 1% from November 2014 (59,993) and decreased 1.5% from December 2013 (60,375).

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	59122	59036	[Yellow]
11/2014	59122	59507	Green
12/2014	59122	59465	Green
01/2015	59122	59529	Green

✓ Indicates that the item is complete.

15C.32 Major System Investments

Description

90% of major baselined acquisition programs must be maintained within 10% of their current acquisition cost, schedule and technical performance baseline as of the end of fiscal year 2015. Due September 30, 2015

Special Designations: Corporate STI, STI

Commentary (January 2015)

Status: Green.

22 programs are being tracked

20 programs are within 10% of the cost, schedule and performance baseline

1 program is estimating a 20.3% cost variance, however this variance was scored in FY14

Completions: TBFM WP2 completed its baseline In November 2014.

Issues: There are no issues to report at this time.

Risks: None to report at this time.

Commentary (December 2014)

Status: Green.

22 programs are being tracked and currently all are within 10% of the baseline

Completions: TBFM WP2 completed its baseline In November 2014.

Issues: There are no issues to report at this time.

Risks: None to report at this time.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.32D2 Critical Acquisitions on Schedule

Description

90% of the critical acquisition selected annual milestones are achieved by their scheduled dates.

Special Designations: OSI, STI

Commentary (January 2015)

Status: Green, on track. 75 milestones have been finalized for FY15.

19 milestones completed on schedule.

52 milestones are reporting GREEN, on track.

4 milestones are reporting YELLOW, at risk.

MASR (Mobile ASR-11) - "Factory Acceptance Test Complete" - due 3/15

At Risk - Raytheon reports a delay in delivery of the Antenna Pedestal Group (APG) due to a required redesign of the composite sail. Program office is working with Raytheon to develop contingency plan.

IPFA Tech Refresh - "Phase 1 of the IPDS COTS software tech refresh will be implemented (reaching Initial Operating Capability). This is the first release of the Windows-7 version of IPDS - due 3/15

The IT provider is experiencing technical difficulties and has fallen behind schedule

IPFA Tech Refresh - "Phase 1 of the AeroNav Products Workflow System (APWS) will be implemented (reaching Initial Operating Capability), allowing decommissioning of the legacy system" - due 4/15

Technical difficulties - The required workflow processes to support AeroNav's (AJV-3) business requirements have proven to be more complex than AIT expectations and estimations.

IPFA Tech Refresh - "Phase 2 of the AeroNav Products Workflow System (APWS) will be implemented (reaching Initial Operating Capability), providing efficiencies outlined in the FAA'S NAV Lean program related to IFP production streamlining (NAV Lean Recommendations #1 and 3)" - due 9/15

The delay in Phase 1 APWS has impacted Phase 2.

Issues: There are no issues to report at this time.

Risks: None to report at this time.

Commentary (December 2014)

Green. Acquisition goal 75 milestones have been finalized for FY15. 12 milestones completed on schedule. 60 milestones are reporting GREEN, on track. 3 milestones are reporting YELLOW, at risk.

1) MASR (Mobile ASR-11) - "Factory Acceptance Test Complete" - due 3/15

- At Risk - Raytheon reports a delay in delivery of the Antenna Pedestal Group (APG) due to a required redesign of the composite sail. Program office is working with Raytheon to develop contingency plan.

2. IFPA Tech Refresh - "Phase 1 of the AeroNav Products Workflow System (APWS) will be implemented (reaching Initial Operating Capability), allowing decommissioning of the legacy system" - due 4/15

- Technical difficulties - The required workflow processes to support AeroNav's (AJV-3) business requirements have proven to be more complex than AIT expectations and estimations.

3. IFPA Tech Refresh - "Phase 2 of the AeroNav Products Workflow System (APWS) will be implemented (reaching Initial Operating Capability), providing efficiencies outlined in the FAA'S NAV Lean program related to IFP production streamlining (NAV Lean Recommendations #1 and 3)" - due 9/15

- The delay in Phase 1 APWS has impacted Phase 2.

Issues: There are no issues to report at this time.

Risks: None to report at this time.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.64A Noise Exposure

Description

The U.S. population exposed to significant aircraft noise around airports has been reduced to less than 342,000 persons in calendar year 2014.

Special Designations: OSI

Commentary (January 2015)

Deck update underway and work to complete annual inventory is on time and on schedule

Commentary (December 2014)

Deck update underway and work to complete annual inventory is on time and on schedule

Status Table (Calculated Rollup Metric)

Period	Target	Actual	Status
10/2014	1	1	Green
11/2014	1	1	Green
12/2014	1	1	Green
01/2015	1	0.9533	Green

✓ Indicates that the item is complete.

15C.64A3 Activity: Mature Quiet Aircraft Technology

Description

Mature quieter aircraft technologies via the Continuous Lower Energy Emissions and Noise (CLEEN) Program.

Special Designations: OSI

Commentary (January 2015)

"Boeing continues work on a second design cycle of their ceramic matrix composite acoustic engine exhaust nozzle. This design is taking lessons learned from the previous design and successful testing to see what additional benefits can be derived. Detailed design review is planned for late March 2015. Final reporting is expected Q2 2015.

Pratt & Whitney is delivering final hardware for a scaled model wind tunnel test of their CLEEN demonstrator engine. This test is planned to begin running in March 2015 and will include noise measurements with the advanced high bypass ratio geared turbofan model. The engine test of CLEEN technologies is scheduled for early 2016. Hardware acquisition for that test is in progress and on track."

Commentary (December 2014)

Boeing continues work on a second design cycle of their ceramic matrix composite acoustic engine exhaust nozzle. This design is taking lessons learned from the previous design and successful testing to see what additional benefits can be derived. Final reporting is expected Q2 2015.

Pratt & Whitney continues manufacturing hardware for a scaled model wind tunnel test of their CLEEN demonstrator engine. This test is planned to run in Q1 2015 and will include noise measurements with the advanced high bypass ratio geared turbofan model. The engine test of CLEEN technologies is scheduled for early 2016. Hardware acquisition for that test is in progress.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.67A Fuel Efficiency

Description

Improve NAS energy efficiency by at least 1% annually.

Special Designations: OSI

Commentary (January 2015)

Continued research into the proper energy efficiency metric has indicated that the goal of 1% per

Commentary (December 2014)

Initiated review of Flight Operations Quality Analysis (FOQA) data to validate NAS-wide energy efficiency metric calculations.

Status Table (Calculated Rollup Metric)

Period	Target	Actual	Status
10/2014	1	1	Green
11/2014	1	1	Green
12/2014	1	1	Green
01/2015	1	1	Green

✓ Indicates that the item is complete.

15C.89 Drive Continuous Efficiency Improvement & Cost Control

Description

Achieve documented cost savings and cost avoidance of \$30 million in FY 2015.

Special Designations: OSI, STI

Commentary (January 2015)

On track. FY15 target is at \$30 Million. JAN 2015 data collected and savings are at \$15.1 Million to date.

Commentary (December 2014)

On track. FY15 target is at \$30 Million. DEC 2014 data collected and savings is at \$11.1 Million to date.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Yellow
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.89D Improve Financial Management & Practices (Unmodified Audit Opinion)

Description

Obtain an unmodified audit opinion on the FAA's FY15 financial statements. This goal requires both an unmodified audit opinion and no material weaknesses identified by external independent auditors. Due September 30, 2015.

Special Designations: OSI

Commentary (January 2015)

The audit of FAA's FY 2014 consolidated financial statements was completed on November 9. We are continuing with corrective actions to resolve those findings. We also prepared Q1 financial statements (for internal DOT use) although there is no OMB requirement to do so, for the purpose of identifying and addressing possible new reporting issues. That process is now completed. The OIG is in the final stages of a contract recompetition for the DOT and FAA financial statements audits. We expect an award announcement in the very near future, after which the FY 2015 audit will begin.

Commentary (December 2014)

The audit of FAA's FY 2014 consolidated financial statements was completed on November 9. We are now preparing the Q1 financial statements and continuing to revisit all findings to ensure that corrective actions are progressing according to the targeted dates committed. We are also addressing "lessons learned" from the FY 2014 audit and taking steps to improve our internal controls and processes for FY 2015. These actions will position us for a successful FY 2015 audit. The OIG is also evaluating bidder proposals in connection with a recompetition for the audit, and expects to award the new contract by February. The FY 2015 audit will be initiated after the award.

Status Table (Calculated Rollup Metric)

Period	Target	Actual	Status
10/2014	1	0.7333	Yellow
11/2014	1	0.7333	Yellow
12/2014	1	0.7333	Yellow
01/2015	1	0.7333	Yellow

✓ Indicates that the item is complete.

15C.89X3 Reduce Improper Payments

Description

Support Airports in establishing and maintaining adequate controls surrounding the propriety of AIP grant payments and in responding to auditor requests.

Special Designations: DOT Goals

Commentary (January 2015)

In November, we concluded the FY14 work without any corrective action plan needed because we met OMB's annual target. DOT has recently completed a department-wide risk assessment and re-established that the Airport Improvement Program is the only FAA program at risk for significant improper payments, and so AIP will continue to be the subject of annual improper payments testing. That testing effort will be kicked off by DOT later this fiscal year, with results to be reported in our FY 2015 Performance and Accountability Report (PAR).

Commentary (December 2014)

In November, we concluded the FY14 work without any corrective action plan needed because we met OMB's annual target. Our FY15 testing cycle will begin later in January.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.96A1 Runway Pavement

Description

Analyze and report findings on regional Pavement Evaluations and identify pavement condition improvement projects. Ensure appropriate Airport Improvement Program (AIP) funding is targeted to projects to maintain pavements in good or fair condition.

Special Designations: OSI

Commentary (January 2015)

Evaluation of the network level of inspection of over 4300 runways is being reviewed and reported monthly, and we are on track to achieve this goal. The January Status Condition of runways in excellent, good or fair condition is 97.7%, which remains unchanged from previous month and first quarter of FY2015.

Commentary (December 2014)

Runway pavement Condition is expected to exceed the goals.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.96C1 Reduced Airport Environmental Footprint

Description

Support sustainable airport development through education and outreach on carbon-neutral airport practices, incorporating climate adaptation and resilience into guidance and policy documents, and considering grants that reduce airport impacts related to noise, air and water quality, as well as other environmental considerations.

Special Designations: OSI

Commentary (January 2015)

On track. Additional information is in the commentaries for subsequent targets.

Commentary (December 2014)

On track. Additional information is in the commentaries for subsequent targets.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15C.115A9 NextGen Advisory Committee (NAC) Recommendations

Description

Achieve, within a calendar quarter of their scheduled dates, 80% of the FAA's commitments to Congress in response to the NAC recommendations (a total of 31 targets).

Special Designations: OSI (80%), Corporate STI (90%)

Commentary (January 2015)

(January 2015) NAC 80% goal is currently on track, with 8 of the 8 activities currently statused green. 19 of 31 activity targets are statused green, with 14 activity targets marked complete : 61% on track and 45% complete.

Commentary (December 2014)

December 2014) NAC 80% goal is currently on track, with 8 of the 8 activities currently status green.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

**15I1B1 Target #2 Global Leadership Internal Transformation:
Develop scenarios and conduct at least two (2) proof of concept
demonstration for the data-informed prioritization process and
its components. Due September 30, 2015.**

Special Designations: OSI (2 Proof of Concept Demonstrations), FAA Strategic Initiatives, Corporate STI (3 Proof of Concept Demonstrations)

Commentary (January 2015)

In January, the Data Informed Task Force (DATA TF) developed draft Snap-Shot Reports for the three (3) FAA regions which present much of the Global Footprint data at a regional level. The DATA TF continued to develop several Tableau dashboards to visualize the footprint and aviation sector data. In addition, the Task Force confirmed the ATM Harmonization use case with the International Steering Committee. Challenges entail the required careful planning and extensive data gathering, validating and testing for each scenario and use-case. The level of effort required for this process varies with each scenario, is higher than envisioned and depends on engagement of LOB/SO experts outside the Task Force. Next steps include completion of the regional Snap-Shots for FAA international Regions and version 1 of the dashboard

Commentary (December 2014)

In December, the Data Informed Task Force (DATA TF) developed a Latin American/Caribbean Snap-Shot Report to present much of the Global Footprint data at a regional level. The Task Force also began developing several prototypes of the global footprint dashboard. In addition, the Task Force conducted initial validation reviews of use cases for the ATM harmonization scenario with ATO International, ANG, and the International Steering Committee (ISC). Immediate challenges include determining which ATM harmonization scenario use case should be evaluated (requiring input from LOBs/SOs that have responsibilities related to the use case). Next steps include completing other regional Snap-Shots based on FAA international

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

**15I1C2 Target #4 Global Leadership External Engagement:
Identify strategic ICAO assignments (details, secondees,
transfers) by March 31, 2015 and initiate operations for at least
two of those assignments by the end of the fiscal year. Due
September 30, 2015.**

Special Designations: OSI, FAA Strategic Initiatives

Commentary (January 2015)

In January the ICAO Engagement Task Force (ICAO TF) updated process flow charts and submitted them for review by the International Steering Committee and developed decision-making/coordination processes that are applicable for most ICAO positions. The major challenge is the coordination required to ensure the processes are followed by everyone. Next steps include updating flow charts based feedback for inclusion in the Action Plan to be submitted to the International Advisory Board.

Commentary (December 2014)

In December, the ICAO Engagement Task Force (ICAO TF) developed a flow chart to capture the process of identifying and placing FAA employees (secondments/transfers/detailees) at ICAO. The ICAO TF discussed and analyzed best FAA representation to the ATM Requirements and Performance Panel and developed a flow chart to capture the process of identifying and placing FAA employees (Panel Participation) at ICAO. Immediate challenges consist of developing processes that are applicable for all ICAO positions and coordinating to ensure the processes are followed agency-wide. Next steps include validating the process/flow chart.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15E1A3 Target #1 Leadership Development/FLLI: Complete the redesign for 20 core management and leadership courses to include the leadership development framework and deliver instruction to FAA leaders. Due September 30, 2015.

Special Designations: OSI, FAA Strategic Initiatives

Commentary (January 2015)

78 percent of the core management and leadership courses are completed. One core management and leadership course was released in January. Two supporting management and leadership courses were be delivered in January. It is anticipated that the remainder of the core curriculum will be completed and delivered during the 3rd quarter of FY15.

Commentary (December 2014)

The redesign of 70% (14 of 20) of the core management and leadership courses has been completed. One core management and leadership course will be released in January. Three supporting management and leadership courses will be delivered in January.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15E1D1 Target #2 Onboarding: Complete Standard Operating Procedures (SOP) for an FAA-wide approach that outlines a consistent corporate framework for onboarding procedures and policies. Due September 30, 2015.

Special Designations: OSI, FAA Strategic Initiatives

Commentary (January 2015)

With the Jan. stand-up of the Program Office and LOB/SO Onboarding Working Group, initiated development of Standard Operating Procedures. Completed mapping for the AHR-ASH interface during the pre-arrival security clearance phase. Developed draft Standard Operating Procedures around these processes to be finalized in Feb. 2015 and piloted in March 2015.

Commentary (December 2014)

Initiated cross-organizational mapping of existing processes and variances for all new hire touch points. In addition to new processes to be introduced in conjunction with implementation of FY14 recommendations, these process maps will serve as the basis for documenting Standard Operating Procedures. In January 2015, the program office anticipates completion of the security clearance and PIV card processes and initiation of HR process mapping in HQ and select pilot locations.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15E1D1 Target #5 Onboarding (CSTI Metric) - Implement 80% of the onboarding recommendations derived from the collaborative Agency analysis and the industry best practices. Due September 30, 2015.

Special Designations: Corporate STI

Commentary (January 2015)

Created a checklist to track progress towards implementation of at least 29 of the 36 FY14 recommendations slated for FY15 implementation. As of 01/30/2015, implemented 2 of 29. The majority of recommendations are slated for late Q3/Q4 implementation.

Status Table (Qualitative Metric)

Period	Actual
01/2015	Green

✓ Indicates that the item is complete.

15E.7 Hiring Persons with Targeted Disabilities (PWTD)

Description

Support the DOT Strategic Objective to build a capable, diverse, and collaborative workforce of highly-skilled, innovative, and motivated employees by increasing the hiring of PWTD for eligible positions to 3 percent by 2018. In FY 2015, ACR in collaboration with the FAA LOBs/SOs will ensure that at least 2% of all FAA new hires are PWTD.

Special Designations: DOT Goals, STI

Commentary (January 2015)

Thru January 31, 2015 the FAA has hired 20 PWTD out of 1,252 new hires for a 1.59% PWTD hiring rate. This is currently below the 2% goal but with the amount of hiring that is taking place in the next few months we will bring this % up. Also there are currently 6 LOB/SOs (AVS, ANG,AOC,ARP,AFN,ACR) that are currently meeting the 2% goal. ACR and AHR are currently working with ATO to conduct targeted outreach of PWTDs and Disabled Veterans for the ongoing ATSS announcement and the upcoming ATC announcement.

Commentary (December 2014)

Support the DOT Strategic Objective to build a capable, diverse, and collaborative workforce of highly-skilled, innovative, and motivated employees by increasing the hiring of PWTD for eligible positions to 3 percent by 2018. In FY 2015, ACR in collaboration with the FAA LOBs/SOs will ensure that at least 2% of all FAA new hires are PWTD. As of December 31, 2014 the FAA has hired 18 PWTD out 847 new hires for a 2.12% for FY15. As of 2/12/15 the Disability Program Office had not received the updated hiring numbers through January 31, 2015.

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	3	2	Yellow
11/2014	3	2.2	[Green]
12/2014	3	3	Green
01/2015	3	2.12	Yellow

✓ Indicates that the item is complete.

15E.28A1 Target #5 FAA Ratings by Employee: Increase the Agency's Best Places to Work ranking in federal government sub-components to the top 34%. Due September 30, 2015.

Special Designations: Corporate STI, STI

Commentary (January 2015)

The FAA's 2014 Partnership for Public Service Best Places to Work ranking of 158 out of 315 sub-component agencies placed the agency in the top 50 percent of federal government subcomponents. The agency did not meet its 2014 Shared Executive STI performance target of being in the top 37 percent of subcomponent agencies. Based on FAA's actual performance ranking in 2014 and the 2015 performance target of being in the top 34 percent, consideration should be given to re-baselining this performance measure or eliminating it as an STI in 2015. The Partnership for Public Service will publish the future 2015 Best Places to Work rankings in the December 2015 timeframe (Q1, FY16).

Commentary (December 2014)

The FAA's 2014 Partnership for Public Service Best Places to Work ranking of 158 out of 315 sub-component agencies placed the agency in the top 50 percent of federal government subcomponents. The agency did not meet its 2014 Shared Executive STI performance target of being in the top 37 percent of subcomponent agencies. Based on FAA's actual performance ranking in 2014 and the 2015 performance target of being in the top 34 percent, consideration should be given to rebaselining this performance measure or eliminating it as an STI in 2015. The Partnership for Public Service will publish the future 2015 Best Places to Work rankings in the December 2015 timeframe (Q1, FY16).

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15E.28B1 Target #2 Telework: Develop tools and training for managers to effectively manage employees in a remote working environment. Due September 30, 2015.

Special Designations: OSI

Commentary (January 2015)

Continuing the development of training/information resource. Recently connected with the GSA Telework team as well as gathered data from OPM/Telework.gov site to assist with the development of these resources. Once the product has been finalized, the workforce will be offered an opportunity to attend at least 2 (two) sessions to learn about Telework from a manager and an employee's perspective.

Commentary (December 2014)

Continuing the development of training/information resource. Recently connected with the GSA Telework team as well as gathered data from OPM/Telework.gov site to assist with the development of these resources. Once the product has been finalized, the workforce will be offered an opportunity to attend at least 2 (two) sessions to learn about Telework from a manager and an employee's perspective.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

15E.63 Enable FAA's Employees to Work Smarter through Connectivity

Description

AIT will identify the end state of enterprise Wi-Fi implementation in all FAA facilities approved by IT Shared Services Committee (ITSSC). Implement wireless networks at 90% of FAA facilities approved for the first phase of installation by the IT Shared Services Committee by September 30, 2015.

Special Designations: OSI, STI

Commentary (January 2015)

AIF is supporting the FAA with total access by providing and enabling employees to work with new technologies and infrastructure. The ITSSC approved 100 FAA facilities and worksites to be included in the FY15 Enterprise Wireless Solution Deployment. As of January 2014, The Enterprise wireless solution team has completed one site installation. 74 sites are in progress and 25 additional sites are scheduled. This is equal to 1% implementation. The wireless implementation progress for FY15 is on-schedule.

Commentary (December 2014)

AIF is supporting the FAA with total access by providing and enabling employees to work with new technologies and infrastructure. The ITSSC approved 100 FAA facilities and worksites to be included in the FY15 Enterprise Wireless Solution Deployment. As of December 2014, The Enterprise wireless solution team has completed one site installation. 19 sites are in progress and 80 additional sites are scheduled. This is equal to 1% implementation. The wireless implementation progress for FY15 is on-schedule.

Status Table (Quantitative Metric - Meet or Exceed)

Period	Target	Actual	Status
10/2014	3	3	Green
11/2014	3	3	Green
12/2014	3	3	Green
01/2015	3	3	Green

✓ Indicates that the item is complete.