



**Federal Aviation
Administration**

Policy, International Affairs, and Environment

Fiscal Year 2013 Business Plan



FY2013 APL Business Plan

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The Office of Policy, International Affairs, and Environment (APL) is FAA's policy office for broad-based, novel, and crosscutting policy initiatives. The office works to identify, develop, and resolve policy issues related to: Next Level of Safety, Delivering Aviation Access through Innovation, Improved Performance through Global Collaboration, Workplace of Choice, and Sustaining our Future in an environmentally sound manner. This work requires outreach to domestic and international customers and stakeholders, extensive research and development efforts, data collection and analysis, economic analysis, and policy development.

APL also provides leadership to the agency's strategic policy and planning efforts, coordinates the agency's reauthorization before Congress, and is responsible for national aviation policies and strategies in the environment and energy arenas, including aviation activity forecasts, economic analyses, aircraft noise and emissions analyses and mitigation, environmental policy, and aviation insurance. APL is also engaged in the development of NextGen policy by identifying and working to resolve new and cross-cutting policy issues arising from NextGen plans.

The FAA, through the Office of Policy, International Affairs, and Environment participates in international standards setting and harmonization activities in aviation transportation around the globe and engages in implementing programs that provide technical assistance for capacity building to developing countries. APL involved in advancing U.S. transportation policy and advocating worldwide adoption of harmonized standards and global technical regulations (GTR) through participation in bilateral and regional forums or international organizations at the ministerial and working levels.

APL supports the Department of Transportation's (DOT) goals of Economic Competitiveness and Environmental Sustainability through multiple programs and projects designed to reduce aircraft noise and aviation emissions, minimize their impacts as well as increase fuel efficiency and to foster the continued development of competent civil aviation authorities worldwide to meet international standards. APL provides U.S. leadership on reducing global aviation's carbon footprint and working with the International Civil Aviation Organization's (ICAO) Committee on Aviation Environmental Protection (CAEP) and international partners exploring options for a new carbon dioxide emissions standard for aircraft. As more Americans travel worldwide, the development of competent civil aviation authorities has become a cornerstone for providing technical assistance, building capacity and transferring technologies for public benefit.

APL is also responsible for developing national congestion management policy. APL works with aviation stakeholders and the traveling public to establish the most feasible policies to enhance capacity and manage congestion in order to stimulate access and competition in places where insufficient capacity exists.

Next Level of Safety

Under the Safety goal area, the Office of Policy, International Affairs, and Environment (APL), assures that our policy and economic analysis programs support safety initiatives of the agency domestically and internationally, and the agency benefits from superior decision support tools and innovative risk mitigation approaches throughout FAA programs and projects.

While the worldwide air accident rate has improved over the last ten years, the rate is higher in parts of the world where major growth is forecast to occur over the next century. In this environment, APL must work with our international partners to be able to ensure that the flying public is able to travel as safely and efficiently abroad as well as at home.

Strategic Measure: Commercial Air Carrier Fatality Rate

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 FY13 Target: 7.4

Strategic Initiative: Rulemaking

Issue all necessary rules in a timely manner.

Strategic Activity: Critical Safety Rules

Send critical safety rules to the Office of the Secretary of Transportation within 90 days of the planned date.

Activity Target 1:

Approve 85% of rules within 90-days of Council-approved schedule date, to include submission of significant rules to OST and non-significant rules for issuance. Due September 30, 2013

Core Measure: General Aviation Fatal Accident Rate

Reduce general aviation fatal accident rate to no more than 1 fatal accident per 100,000 flight hours by 2018.

Core Initiative: General Aviation Surveillance

Conduct routine surveillance activities to identify weaknesses, analyze root causes of system deficiencies, examine safety trends, regulatory deficiencies and safety management development in order to become more proactive in our approach to safety in General Aviation Aircraft.

Core Activity: GA Activity and Forecast Quarterly Update

APO will provide quarterly updates of the current FY GA activity estimates to AVS (AVP) for the GA fatal accident rate performance measure.

Activity Target 1:

Provide current FY GA activity estimates. Due December 31, 2012

Activity Target 2:

Provide current FY GA activity estimates. Due March 31, 2013

Activity Target 3:

Provide current FY GA activity estimates. Due June 30, 2013

Activity Target 4:

Provide current FY GA activity estimates. Due September 30, 2013

Core Measure: Regulatory Evaluations

Achieve the regulatory evaluation and final team concurrence due dates within 90 days of the original agency rulemaking program schedule for at least 80 percent of the rules and rule projects.

Core Initiative: Regulatory Analysis and Support

Provide timely and sound economic and statistical analysis and consulting for agency rulemaking and regulatory projects

Core Activity: Economic Evaluations of Aviation Regulations

Perform economic analysis for agency rulemaking and regulatory projects to promote safety of aircraft and the aviation and commercial space industries. Establish and meet published agency rulemaking schedules. This schedule is not fixed in advance for the entire fiscal year. Participate in industry advisory committees and outreach. Historically, a regulatory analysis staff of 10+ employees produces 19-25

regulatory evaluations per year, ranging from simple to very complex analyses.

Activity Target 1:

At least 85% of the rules approved by the Rulemaking Management Council since 10/1/04 should be out of the agency no later than 90 days of the scheduled date. For a significant rule, out of the agency is when the rule is sent to the Office of the Secretary of Transportation (OST). For a nonsignificant rule, out of the agency is when the rule is issued. Due September 30, 2013

Activity Target 2:

Complete reviews of 14CFR parts as scheduled in the DOT Semi-Annual Regulatory Agenda as required by Section 610 of the Regulatory Flexibility Act Due September 30, 2013

Activity Target 3:

Complete at least one post-review of a previously published regulation as required by statute. Due September 30, 2013

Core Activity: Develop standardized values and methodologies

Identify cost and benefit parameters used in FAA regulatory evaluations for which it is feasible and desirable to develop standardized values or methodologies for valuation. These parameters should be ones beyond those already standardized in Report FAA-APO-98-8.

Activity Target 1:

Document and publish in guidance document titled 'Economic Values for FAA investment and Regulatory Decisions, A Guide' at least one new or revised standard value or methodology. Due September 30, 2013

Activity Target 2:

Update commercial aircraft operating cost values. Due September 30, 2013

Aviation Access

The Office of Policy, International Affairs, and Environment (APL) is FAA's policy office for broad-based, novel, and crosscutting policy initiatives. The office works to identify, develop, and resolve policy issues related to Next Level of Safety, Delivering Aviation Access through Innovation, Improved Performance through Global Collaboration, Workplace of Choice, and Sustaining our Future in an environmentally sound manner. This work requires outreach to domestic and international customers and stakeholders, extensive research and development efforts, data collection and analysis, economic analysis, and policy

development. It also provides leadership to the agency's strategic policy and planning efforts, coordinates the agency's reauthorization before Congress, and is responsible for national aviation policies and strategies in the environment and energy arenas, including aviation activity forecasts, economic analyses, aircraft noise and emissions analyses and mitigation, environmental policy, and aviation insurance. The FAA through the Office of Policy, International Affairs, and Environment participates in international standards setting and harmonization activities in aviation transportation around the globe and engages in implementing programs that provide technical assistance for capacity building to developing countries. We are engaged in advancing U.S. transportation policy and advocating worldwide adoption of harmonized standards and global technical regulations (GTR) through participation in bilateral and regional forums or international organizations at the ministerial and working levels.

APL supports the Department of Transportation's (DOT) goals of Economic Competitiveness and Environmental Sustainability through multiple programs and projects designed to reduce aircraft noise and aviation emissions, minimize their impacts as well as increase fuel efficiency and to foster the continued development of competent civil aviation authorities worldwide to meet international standards. APL provides U.S. leadership on reducing global aviation's carbon footprint and working with the International Civil Aviation Organization's (ICAO) Committee on Aviation Environmental Protection (CAEP) and international partners exploring options for a new carbon dioxide emissions standard for aircraft. As more Americans travel worldwide, the development of competent civil aviation authorities has become a cornerstone for providing technical assistance, building capacity and transferring technologies for public benefit.

Strategic Measure: Average Daily Capacity

Maintain an average daily airport capacity for Core Airports of 86,835 arrivals and departures per day through FY 2016. FY13 Target: 86,835

Strategic Initiative: Capacity-Enhancing Policies

Work with the aviation community to establish the most feasible policies to enhance capacity and manage congestion.

Strategic Activity: NextGen Policy

Identify and work to resolve new and cross-cutting policy issues associated with NextGen implementation.

Activity Target 1:

Coordinate identification of cross-cutting policy issues associated with NextGen, development of work plan, and implementation of work plan to resolve policy issues across the agency, with JPDO, and within the aviation community. Develop policy, orders, regulations, or legislation associated with NextGen based on completed work. Due September 30, 2013

Strategic Activity: Congestion Management

Develop effective policies to enhance capacity and manage congestion where necessary.

Activity Target 1:

Develop, analyze, and recommend policies to enhance capacity and manage congestion where necessary, by working across the agency, with the aviation community, and with the Office of the Secretary of Transportation. Submit to the Administrator proposed rulemaking or other actions that address congestion management where necessary. Due September 30, 2013

Strategic Initiative: NY Operational Initiatives

As identified with industry stakeholders, continue implementing operational initiatives at the New York Metropolitan airports.

Strategic Activity: New York Operational Initiatives - Stakeholder Support

Provide support as required for activities related to implementation of NextGen in the NY Metro Area.

Activity Target 1:

Provide support to implement FY13 Delay Reduction Plan activities. Due September 30, 2013

Strategic Measure: Major System Investments

90% of major baselined acquisition programs must be maintained within 10% of their current cost and schedule acquisition performance baseline as of the end of each fiscal year. FY13 Target: 90% within 10% variance of current baseline

Strategic Initiative: NextGen Implementation Plan (CIP#:X01.00-00)

Expand FAA's NextGen Implementation Plan to incorporate critical path decisions and milestones necessary to accomplish the Mid-Term commitments.

Strategic Activity: APL NextGen Implementation Plan

Publish the Next Generation Implementation Plan reflecting the agency and aviation community priorities.

Activity Target 1:

Working through the cross-agency workgroup, develop key messages and annotated outline for incorporation into the NextGen Implementation Plan for approval by FAA executives. Due October 12, 2012

Activity Target 2:

Working through the cross-agency workgroup, develop, review, and provide comments on draft 1 NextGen Implementation Plan. Due December 14, 2012

Activity Target 3:

Working through the cross-agency workgroup, develop, review, provide comments, and resolve comments on draft 2 NextGen Implementation Plan. Due February 8, 2013

Activity Target 4:

Provide all final comments and clearances necessary for the NextGen Organization to Publish the NextGen Implementation Plan on FAA website thirty days after the President's budget submission. Due March 11, 2013

Activity Target 1:

Publish the annual Forecast to FY 2033. Due March 15, 2013

Core Activity: Terminal Area Forecast

Develop and publish Terminal Area forecasts.

Activity Target 1:

Provide interim update to AJF for input into 2013 controller workforce plan. Due December 3, 2012
Due December 3, 2012

Core Activity: Additional Aerospace Forecasts

Develop and publish additional aerospace forecasts, including an Air Route Traffic Control Center (ARTCC) forecast.

Activity Target 1:

Publish the ARTCC forecasts. Due January 31, 2013

Core Activity: ICAO Forecast Support

Develop forecasts as needed to support ICAO traffic forecast needs.

Activity Target 1:

Develop updated forecasts for North Atlantic Traffic Forecasting Group (NATTFG) and provide forecast support as needed. Due April 30, 2013

Activity Target 2:

Provide forecast support and expertise for work under CAEP9 activities as needed. Due September 30, 2013

Core Measure: Aviation Industry Information

Forecast of overall demand for FY13 as measured by passengers enplaned is within 2% of actual passengers enplaned

Core Initiative: Develop Forecasts

Develop and publish national, international, and facility forecasts of the demand for aerospace services and the workload it will impose on the National Airspace System (NAS)

Core Activity: FAA Aerospace Forecast

Develop and publish an annual FAA Aerospace Activity Forecast out to FY2033 which forms the basis for NextGen requirements

Core Initiative: Aviation Statistics

Develop and publish a wide variety of statistics on the National Airspace System, its components, and its performance.

Core Activity: Publish Aviation Statistics

Develop and publish statistics on the National Airspace System, its components, and its performance

Activity Target 1:

Publish US Airmen Statistics. Due May 31, 2013

Activity Target 2:

Publish 95% of daily and monthly reports from the Aviation System Performance s. Review compliance with this target quarterly. Due December 31, 2012

Activity Target 3:

Publish 95% of daily and monthly reports from the Aviation System Performance s. Review compliance with this target quarterly. Due March 31, 2013

Activity Target 4:

Publish 95% of daily and monthly reports from the Aviation System Performance s. Review compliance with this target quarterly. Due June 30, 2013

Activity Target 5:

Publish 95% of daily and monthly reports from the Aviation System Performance s. Review compliance with this target quarterly. Due September 30, 2013

Core Activity: Industry Trends and Operations Report(s)

Publish quarterly report highlighting aviation industry traffic and revenue trends.

Activity Target 1:

Publish and distribute quarterly report highlighting aviation industry traffic and revenue trends to internal Office of Aviation Policy, Planning, and Environment (APL) and/or FAA customers. Due November 1, 2012

Activity Target 2:

Publish and distribute quarterly report highlighting aviation industry traffic and revenue trends to internal Office of Aviation Policy, Planning, and Environment (APL) and/or FAA customers. Due March 1, 2013

Activity Target 3:

Publish and distribute quarterly report highlighting aviation industry traffic and revenue trends to internal Office of Aviation Policy, Planning, and Environment (APL) and/or FAA customers. Due May 1, 2013

Activity Target 4:

Publish and distribute quarterly report highlighting aviation industry traffic and revenue trends to internal Office of Aviation Policy, Planning, and Environment (APL) and/or FAA customers. Due August 1, 2013

Core Initiative: Aviation Industry Consulting

Provide information, analysis and expertise on the current, past and forecasted state of the aviation industry.

Core Activity: Aviation Industry Information Requests

Perform analyses, collect statistics, and provide recommendations on aviation industry issues as requested.

Activity Target 1:

Respond to agency customer requests for information and insights within one week. Due September 30, 2013

Core Initiative: Terminal Area Forecast Modernization (TAF-M)

Develop Origin and Destination and segment level passenger and operations forecasts for all commercial domestic and international services in the NAS.

Core Activity: Terminal Area Forecast Modernization (TAF-M)

Develop Origin and Destination and segment level passenger and operations forecasts for all commercial domestic and international services in the NAS.

Activity Target 1:

Produce forecasts of passenger enplanements for domestic and international segments served by US and foreign commercial carriers. Due March 31, 2013

Activity Target 2:

Provide comparison of passenger forecasts from TAF-M system against existing airport-based TAF. Due April 30, 2013

Activity Target 3:

Produce forecasts of commercial operations for domestic and international segments served by US and foreign commercial carriers. Due June 30, 2013

Activity Target 4:

Provide comparison of commercial operations forecasts from TAF-M system against existing airport-based TAF. Due July 31, 2013

Activity Target 5:

Report to key stakeholders, both internal and external to FAA, on results of comparisons of passenger and operations forecasts between TAF-M and airport-based TAF. Due September 30, 2013

Core Measure: Aviation Insurance Program

Provide aviation insurance consistent with statutes and policies of the Department of Transportation (DOT) to participating air carriers no later than the effective date of each period of insurance. NOTE: All resources for this program come from the Aviation Insurance Revolving Fund and do not fall under any of the four FAA appropriations.

Core Initiative: Aviation Insurance Management

Administer premium and non-premium insurance policies by providing assistance to air carriers for issuance, maintenance, and reconciliation of insurance policies and settle insurance claims

Core Activity: Aviation Insurance Program Management

Issue premium and non-premium insurance policies consistent with enacted legislation, Department of Transportation (DOT) policies, and requests for activation by the Department of Defense (DOD).

Activity Target 1:

Obtain authority to provide aviation insurance coverage for commercial air carrier service annually. Due September 30, 2013

Activity Target 2:

Issue all policies of insurance prior to the expiration date, to ensure carriers have insurance in force. Due September 30, 2013

Activity Target 3:

Initiate policy reconciliation within 90 days of receipt of reconciliation data from each carrier. Due September 30, 2013

Activity Target 4:

Initiate action to process claims arising from premium and non-premium insurance policies within 30 days of receiving the claim. Due September 30, 2013

Core Measure: Benefit-Cost Analysis

Complete 85% of Benefit-Cost Analyses (BCA) within the timeframe agreed upon in Service Level Agreements (SLA).

Core Initiative: Infrastructure Investments

Provide criteria and analysis to support agency investments in NAS infrastructure.

Core Activity: Benefit Cost Analysis of Recurring FAA Investments

Provide criteria and perform analysis of FAA investments in aviation infrastructure. Conduct contract tower, Instrument Landing System (ILS), radars and other analyses using existing models, as requested by the Air Traffic Organization (ATO) and the Office of Airports (ARP). (Note: these are performed as requested, not according to a set agency plan.) Develop a plan for updating criteria in current use.

Activity Target 1:

Complete timely and accurate Benefit-Cost Analysis (BCA) for contract towers and approaches as requested by the ATO. Due September 30, 2013

Core Initiative: Policy and Economic Evaluation of Airport Plans

Evaluate airport benefit-cost analyses and competition plans for their compliance with established criteria, in order to use scarce resources to expand capacity and enhance competition

Core Activity: Airport benefit-cost analysis reviews

Evaluate airport benefit-cost analyses submitted to the agency in support of requests for federal funding, as requested by the Office of Airports (ARP). Examine for adherence to established policies and criteria. Reach out to stakeholders during development of the analyses to facilitate their ultimate acceptance.

Activity Target 1:

Complete 80% of Benefit-Cost Analyses (BCA) within the timeframe agreed upon in Service Level Agreements (SLA). Due September 30, 2013

Core Initiative: Airport Competition Plan Reviews

As requested by the Office of Airports (ARP), review airport competition plans submitted to the agency in support of requests for approval for collecting a new Passenger Facility Charge or for a grant to be issued under the Airport Improvement Program as well as the airport competition plans required for (covered) airports with fifty percent or more of the traffic handled by one or two carriers. Examine adherence to established policies and criteria.

Core Activity: Airport Competition Plan Reviews

As requested by the Office of Airports (ARP), review airport competition plans submitted to the agency in support of requests for approval for collecting a new Passenger Facility Charge or for a grant to be issued under the Airport Improvement Program as well as the airport competition plans required for (covered) airports with fifty percent or more of the traffic handled by one or two carriers. Examine adherence to established policies and criteria.

Activity Target 1:

Complete review of 80% of airport competition plans within the timeframe agreed upon with ARP. Due September 30, 2013

Activity Target 1:

Enhance online documentation for all modules and modify as needed to keep pace with changes in the data sources and interfaces. Due September 30, 2013

Activity Target 2:

Develop additional reporting and data retrieval modules in the new interface as new data become available and reporting requests are received. Due September 30, 2013

Activity Target 3:

Improve download capabilities in ASPM. Due September 30, 2013

Core Measure: Performance Analysis and Airport Evaluation

Implement systems and processes required to ensure 95.5 % on-time production of key performance data systems maintained by APO-100.

Core Measure: Congestion and Capacity Policy

APL will develop effective policies to enhance capacity and manage congestion where needed.

Core Initiative: Quality Assurance

Implement a Quality Assurance program for Performance Analysis Data. . This is a multi-phase process including: 1) Define scope of QA (target databases, benchmarks, implementation schedule). 2) Document current processes including shortcomings; 3) Design an automated reporting system to detect data anomalies; 4) Develop measure for assessing improvement resulting from the QA system.

Core Initiative: congestion and Capacity Management Policies

Implement capacity and congestion management solutions as needed.

Core Activity: Implementation of Data Quality Assurance Plan

Develop and implement a Data Quality Assurance Plan for Selected Databases.

Core Activity: Implement Capacity and Congestion management Solutions

APL will implement capacity and congestion management solutions as needed.

Activity Target 1:

Identify and remedy problems with incoming data files in accordance with agreed upon processes and timelines. Due September 30, 2013

Activity Target 1:

Develop, analyze and recommend policies to enhance capacity and manage congestion where needed by working with the aviation community across the agency, and with the Office of the Secretary of Transportation. Submit to the Administrator rulemaking proposal(s) that addresses congestion management where needed. Due September 30, 2013

Core Initiative: Improvements in ASPM

Identify improvements for APSM

Core Measure: NextGen Critical Decisions

Identify NextGen critical decisions and supporting research, capital and implementation activities required to fulfill FAA NextGen commitments and meet 90 percent of the commitments.

Core Activity: Maintenance and enhancement of data for performance analysis

Provide for the maintenance and enhancement of data for performance analysis.

Core Initiative: G6M.02-01 Environment & Energy

The effort specifically focuses on explorations, simple demonstrations as well as methods to integrate these environmental impact mitigation and energy efficiency

options with the NextGen infrastructure in a cost-beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficiency options.

Core Activity: Environment & Energy

The effort specifically focuses on explorations, simple demonstrations, and Environmental Management Systems (EMSs) as well as methods to integrate these environmental impact mitigation and energy efficiency options with the NextGen infrastructure in a cost-beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these solutions and strategies.

Activity Target 1:

Provide report assessing NAS wide impacts of Continuous Lower Energy, Emissions and Noise (CLEEN) technologies, using EDS. Due June 30, 2013

Activity Target 2:

Analyze environmental impacts of new aircraft types (e.g., aircraft featuring CLEEN technologies, Very Light Jet (VLJ), Unmanned Aerial Vehicle (UAV) on the NAS and assess approaches to optimize system environmental performance. Due September 30, 2013

Global Collaboration

The Office of Policy, International Affairs, and Environment (APL) works directly with International Civil Aviation Organization (ICAO) and other international bodies to further global harmonization of aviation standards and practices focusing on economics, forecasting, environment, and technical assistance. The U.S. is the largest contributor of technical and financial support to ICAO, in which authorities from 190 countries participate. Our office facilitates direct or indirect technical assistance to 150 countries around the world to help them improve their aviation systems. APL leads the expansion and coordination of all aspects of global outreach for the NextGen activities within FAA and around the world to harmonize standards and recommended practices for new technologies, enhanced procedures, safety and airport requirements, as well as environmental considerations.

Our collaboration with other countries fulfills the President's commitment to bilateral and multilateral cooperation and maintains a robust international program which is too extensive and important to be omitted. When we promote U.S. best practices to further global transportation safety, we not only promote compliance with international safety standards but also foster multimode transportation practices that advance our mutual interest in a lasting economic recovery and a clean energy future.

Strategic Measure: World-wide Fatal Aviation Accident Rate

By 2018, the World-wide fatal aviation accident rate declines 10 percent compared to 2010. Fy13 Target: 20

Strategic Initiative: Promote Aviation Safety

Enhance aviation safety through the promotion of proven safety programs and procedures with civil aviation authorities, regional organizations, industry and other stakeholders.

Strategic Activity: Global Safety Enhancement

Provide services to support safety oversight activities in all regions and through ICAO to enhance the capabilities of CAAs, regional organizations, industry, and other stakeholders around the world.

Activity Target 1:

Participate in at least ten (10) safety oversight enhancing activities internationally. Due September 30, 2013

Activity Target 2:

Support ICAO Safety Enhancement initiatives. Due September 30, 2013

Activity Target 3:

Promote conformity with and acceptance of international standards. Due September 30, 2013

Activity Target 4:

Support at least two (2) Commercial Space Transportation safety and/or regulatory initiatives. Due September 30, 2013

Strategic Activity: KEY STI : Global Safety Enhancement

Assist regional safety oversight organizations in three regions to increase their capacities through technical assistance, training, or other methods to comply with ICAO standards. Target: Complete four projects to assist three regions.

Activity Target 1:

Completed Due September 30, 2013

Strategic Measure: NextGen Interoperability

40 percent of all commercial aircraft from the top 25 aviation states are using fully interoperable NextGen technologies and capabilities by 2018. Fy13 Target: 0%

Strategic Initiative: NextGen Technologies and Procedures

Promote global interoperability by working on research, validation and implementation of new concepts, systems, and procedures through maximizing resources to assist key countries and regional organizations to implement interoperable ATM technologies and procedures.

Strategic Activity: NextGen Interoperability Cooperative Efforts and Implementation of Regional Plans

Support implementation of NextGen interoperable technologies and procedures by working with other air traffic systems and regional efforts.

Activity Target 1:

Work in partnership with ICAO and other regional partners to develop and promote ICAO's Aviation System Block Upgrade (ASBU) initiative by developing an ASBU Implementation Guide for three (3) regions by September 30, 2013. The guide will include region-specific safety and operational needs, opportunities, and recommendations for implementing Block 0/1 improvements. Due September 30, 2013

Strategic Activity: Use Public-Private Partnerships - to expand Interoperable Technologies and Procedures

Foster partnerships to maximize resources available to assist key countries and regional organizations to implement interoperable ATM technologies and procedures.

Activity Target 1:

In coordination with the three (3) existing public-private partnerships (such as ACPs with China, India, and Brazil), complete at least three NextGen best practice activities. Due September 30, 2013

Activity Target 2:

Utilizing the Global Exchange database tool, work with other countries and/or entities working within those countries (such as trade associations, U.S. government agencies and/or development organizations); encourage adoption of NextGen or ICAO Aviation System Block Upgrade concepts, interoperable technologies, and procedures. Due September 30, 2013

Strategic Activity: KEY STI : NextGen Interoperability

Work in partnership with ICAO and other regional partners to develop and promote ICAO's Aviation

System Block Upgrade (ASBU) initiative by developing an ASBU Implementation Guide for three (3) regions by September 30, 2013. The guide will include region-specific safety and operational needs, opportunities, and recommendations for implementing Block 0/1 improvements.

Activity Target 1:

Completed Due September 30, 2013

Strategic Measure: Global Average Annual Fuel Efficiency

States representing 85 percent of international activity are taking actions to contribute to ICAO's 2 percent global annual fuel efficiency improvement goal by 2018. FY13 Target: 3

Strategic Initiative: Global Environmental Sustainability

Advance efforts to reduce aviation's environmental footprint.

Strategic Activity: Environmental Outreach Activities

Present the U.S. position on aviation environmental issues and encourage the adoption of U.S. aviation-related environmental policies and practices, including the development and deployment of sustainable alternative fuels for aviation.

Activity Target 1:

Conduct at least six (6) environmental outreach activities in all regions. Due September 30, 2013

Core Measure: Agreement Coordination

Manage the FAA agreement process and initiate development of new agreements within 30 days upon requests.

Core Initiative: Agreement coordination

The development, preparation and management of agreements and contracts including, but not limited to, bilateral aviation agreements, technical assistance, training, cooperative efforts, and research agreements, memoranda of agreement, annexes and appendices. It also includes the duties of a contracting officer's technical representative such as generating statements of work, approving invoices for payment and facilitating government/contractor relations.

Core Activity: Agreement coordination

Manage agreements process. Prepare, negotiate, manage, and conclude international agreements for the FAA.

Activity Target 1:

As appropriate develop initial drafts of technical assistance agreements, contracts, or other agreements for internal coordination within thirty days of receiving formal requests. Due September 30, 2013

Core Measure: International Outreach

Respond to customer inquiries for assistance and provide relevant information in a timely manner upon receipts of requests.

Core Initiative: Coordinate activities within the USG and in regional and multilateral aviation organizations

This addresses the activities of FAA Senior Representatives and API desk officers in providing diplomatic, representational, and program support of FAA's international activities, and fostering and maintaining relationships.

Core Activity: International Aviation Policies and Programs Outreach

Advance FAA policies and programs to international counterparts and industry around the world.

Activity Target 1:

Represent FAA within DOT and with other agencies on international aviation matters. Due September 30, 2013

Activity Target 2:

Liaise with international stakeholders to collaborate on aviation policies and priorities. Due September 30, 2013

Core Activity: International Visitors Program

Manage International Visitors Program.

Activity Target 1:

Work with FAA LOBs and API regions to coordinate international visitor requests in accordance with FAA policy. Due September 30, 2013

Core Activity: Support FAA Executives

Prepare and support executives for participation at major international events in all regions.

Activity Target 1:

Provide support to executives participating in approved activities. Due September 30, 2013

Core Activity: Aviation Leadership Development

Promote aviation leadership development in all regions.

Activity Target 1:

Identify and provide an initial list of developmental opportunities in all regions for FY 2013 candidacy. Due December 31, 2012

Activity Target 2:

Work with Department of State and FAA LOBs to identify and nominate candidates for the International Visitor Program (IVLP) and Voluntary Visitor Program (VVP). Due June 30, 2013

Activity Target 3:

Arrange at least eight (8) potential foreign aviation leadership programs from either a regional organization or country in the regions, contingent on the availability of appropriated funds. Due September 30, 2013

Core Activity: KEY STI : Aviation Leadership Development

Promote aviation leadership development in each of FAA's international regions by arranging leadership programs for foreign aviation officials from either a regional organizations or country. FY13 Target: Arrange at least eight (8) formal leadership development programs for foreign aviation officials.

Activity Target 1:

Completed Due September 30, 2013

Core Measure: Support ICAO

Monitor, coordinate, and influence ICAO processes and decisions affecting U.S. aviation interests.

Core Initiative: Support ICAO

Coordinate FAA-wide efforts to support U.S. aims regarding ICAO global safety, efficiency, and environmental initiatives and programs.

Core Activity: Support ICAO on global safety, efficiency, and environmental initiatives and programs.

Coordinate FAA-wide efforts to support U.S. aims regarding ICAO global safety, efficiency, and environmental initiatives and programs.

Activity Target 1:

Manage ICAO Panel coordination. Due September 30, 2013

Activity Target 2:

Serve as the point of contact within the FAA for all ICAO related activities and the coordination point for all US government related ICAO activities. Due September 30, 2013

Core Activity: Interagency Group International Aviation (IGIA)

Serve as the Secretariat of the Interagency Group on International Aviation.

Activity Target 1:

Manage USG international aviation policy coordination process. Due September 30, 2013

Core Measure: Consulting Services

In preparation for upcoming APL/ANSEP panel meetings and workgroups, draft working papers, as appropriate, to ensure that the outcome of the panel meeting are generally consistent with U.S. policy. Coordination of U.S. working papers and the relevant U.S. Position papers with industry stakeholders.

Core Initiative: Economic Counsel to the International Civil Aviation Organization (ICAO)

Provide economic advice, analysis and counsel to FAA on international matters.

Core Activity: Economic counsel to ICAO representatives

Provide economic counsel to US ICAO representatives. Develop and critique proposed international aviation policy. Serve as U.S. member to assigned panels and committees (currently Airport and Air Navigation Economics panels).

Activity Target 1:

Provide inputs on assigned IGIA items within specified deadlines. Due September 30, 2013

Activity Target 2:

To the extent possible, ensure economic policies and guidance adopted by ICAO reflect U.S. views. Due September 30, 2013

Core Initiative: Air Navigation Services Economics Panel (ANSEP)

Support the Air Navigation Services Economics Panel (ANSEP).

Core Activity: Air Navigation Services Economics Panel (ANSEP)

Support the Air Navigation Services Economics Panel (ANSEP).

Activity Target 1:

Attend panel meetings and lead formal coordination of U.S. position(s). Due September 30, 2013

Core Initiative: Airport Economics Panel (AEP)

Support the Airports Economics Panel (AEP).

Core Activity: Manage Airport Economics Panel & Air Navigation Services Panel

Manage ICAO Airport Economics Panel & Air Navigation Services Panel activities.

Activity Target 1:

Manage ICAO Airport Economics Panel & Air Navigation Services Panel Due September 30, 2013

Activity Target 2:

Serve as the point of contact within the FAA for all ICAO related activities with respect to the Airport Economics Panel and the Air Navigation Service Economics Panel and as the coordination point for all US government related activities. Due September 30, 2013

Workplace of Choice

The Office of Policy, International Affairs, and Environment (APL), serves as the agency's focal point for strategic and organizational business plan development and coordination. Our specific initiatives and activities under the goal of Workplace of Choice revolve around supporting agency initiatives to help employees see the link between their jobs and agency goals. FAA employees report over 1500 work-related injuries or illnesses each year. APL facilitates agency efforts to lessen the number and costs of these injuries and illnesses. Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management, requires Federal agencies to systematically examine all environmental aspects of their operations and to address those aspects more cost-effectively. Likewise, a systematic approach to energy and water use will reduce operations and maintenance cost

and improve reliability The FAA workforce is a key component in all efforts, as it is the FAA employees who respond to the needs of our domestic and international customers through advice, training, and technical assistance. APL helps the line organizations in the agency provide direct or indirect assistance to over 100 countries around the world to help them improve their aviation systems. APL sees effective management of the workforce as a critical element in providing value-added customer support to our international clients. Through improved management based on reliable data, FAA employees can continue to deliver quality customer service.

Core Measure: Drive Continuous Efficiency Improvement & Cost Control

Achieve documented cost savings and cost avoidance of \$82.3 million in FY 2013.

Core Initiative: Cost Control Program

Implement line of business-specific cost efficiency as well as agency-wide initiatives to reduce costs or improve productivity. Each FAA organization will develop, track, and report quarterly on a comprehensive measure of its operating efficiency or financial performance, accounting for 75% of operating resources.

Core Activity: APL Entry Level Hiring Cost Control Activity

The Office of Policy, International Affairs, and Environment (APL) will evaluate each non-supervisory specialist vacancy as an opportunity to hire at the entry level, provided hiring at the lower level does not reduce required customer services or diminish APL's ability to accomplish activities under Destination 2025.

Activity Target 1:

Achieve 90% of the projected \$70,000 year end savings. Due September 30, 2013

Core Activity: APL Efficiency Measure: Staff Overhead Rate

APL's efficiency measure will be an APL-10 staff overhead rate, as a percentage of the total APL labor costs. FY 2013 Target: 5.5%.

Activity Target 1:

Report quarterly (Q4 FY 2012 and Q1-3 FY 2013) to ABA, within 30 days of quarter close. Due September 30, 2013

Activity Target 2:

Provide updated FY 2014 template for review and approval in time to be included in the FY 2014 Business Plan. Due May 15, 2013

Core Initiative: FAA Privacy Program

Protect FAA sensitive and individual privacy information from unauthorized disclosure.

Core Activity: Stabilize Information Assurance/Privacy Operations

Mature the Data Loss Prevention program and reduce the PII vulnerabilities throughout the FAA.

Activity Target 1:

Ensure remediation of Personally Identifiable Information (PII) vulnerabilities identified during Data Loss Prevention (DLP)/Security scanning to ensure reduction rate occurs within risk target defined by the CIO. Interim report dates are January 20, 2013, March 3, 2013, May 12, 2013, July 2, 2013, and September 8, 2013. Due September 30, 2013

Activity Target 2:

Implement LOB/SO risk-prioritized enterprise data lifecycle reviews for agency functions/sub-functions and opportunities for reduction of unnecessary PII are identified. Report status of milestone activities to Privacy Office. Interim dates are March 31, 2013, June 30, 2013. Due September 30, 2013

Activity Target 3:

Monitor, track and report status of LOB/SO activities to Reduce/Eliminate Social Security Numbers (SSNs) as detailed in the SSN Reduction/ Elimination Plan. Provide a monthly update of accomplished activities. Due September 30, 2013

Core Activity: Ensure Privacy Program Compliance

Develop Privacy Program plans and controls and assess compliance.

Activity Target 1:

Participate in LOB/SO privacy compliance reviews of PII systems in accordance with approved plan. Develop schedule to remediate identified vulnerabilities. Due September 30, 2013

Activity Target 2:

Complete 100% of all PTAs and PIAs as required. Ensure PTA/PIA and SORNs are reviewed by the Privacy Office. Due September 30, 2013

Activity Target 3:

Ensure at least 95% of the Federal employees and contractors that have been identified by the Privacy Division receive and sign the Privacy Rules of Behavior Acknowledgement. Due September 30, 2013

Web Strategy and Action Plan. Due March 30, 2013

Activity Target 3:

Submit a progress report to the FAA Web Manager on their LOB and Staff Office FY 2013 Web Strategy and Action Plan. Due August 31, 2013

Activity Target 4:

Certify to the Administrator in writing: An estimated 95% of static information web pages on the public and employee web sites comply with FAA web standards, proper branding as described in the branding order and web policies. Due September 30, 2013

Activity Target 5:

Certify to the Administrator in writing: The number of compliant web-based applications has been coordinated with and accepted by the Office of Communications as complying with FAA web standards, policies, and requirements. Due September 30, 2013

Core Measure: Support Open Government Initiative

Support the Open Government Initiative to Streamline Service Delivery, Improve Customer Service (EO13571), and leverage technology to increase productive collaboration with citizens, stakeholders and other government agencies by making high-value data and content in at least two existing major customer-facing systems available through web APIs via FAA.gov, including IdeaHub as a topic in at least two Town Hall or all-hands meetings, and using Twitter and Facebook to promote at least 3 FAA Safety related initiatives.

Core Initiative: Support Open Government Initiative

Support the Open Government Initiative to Streamline Service Delivery, Improve Customer Service (EO13571), and leverage technology to increase productive collaboration with citizens, stakeholders and other government agencies by making high-value data and content in at least two existing major customer-facing systems available through web International Affairs (APIs) via FAA.gov, including IdeaHub as a topic in at least two Town Hall or all-hands meetings, and using Twitter and Facebook to promote at least 3 FAA Safety related initiatives.

Core Activity: Support Open Government Initiative - APL

Support the Open Government Initiative the Presidents Executive Order on Streamlining Service Delivery and Improving Customer Service (EO 13571) and the 21st Century Digital Government directive by leveraging technology to make data available, improve web service efficiencies and increase productive collaboration with citizens, stakeholders and other government agencies while reducing duplicative efforts.

Activity Target 1:

Update web strategy and action plans in writing to the FAA Web Manager and brief Web Council on office plans. Due November 30, 2012

Activity Target 2:

Submit a progress report to the FAA Web Manager on their LOB and Staff Office FY 2013

Core Measure: Hiring People with Targeted Disabilities

In support of the Secretary of Transportation goal that 3% of all new hires are People with Targeted Disabilities (PWTD), ACR will create quarterly reports to track the hiring of PWTD by FAA organizations. In FY 2013, the FAA will ensure that at least 1.67% of all new hires are PWTD. Each year, the FAA will work towards increasing the percentage of PWTD hires by .67% per year to reach the 3% hiring goal by FY 2015. ACR will provide supervisors and managers training on the DOT Online Accommodation Tracking System (OATS) to ensure that 90% of reasonable accommodations requests are completed within 25 business days or less. Additionally, ACR will work on achieving FAA-wide utilization of several resources for recruiting and hiring people with disabilities. Accomplishment of this measure will contribute to creating a work environment that embraces and values diversity.

Core Initiative: Hiring People with Targeted Disabilities

Each FAA organization will take actions in support of the Secretary of Transportation fiscal year goal that 3% of all new hires are individuals with targeted (severe) disabilities. In FY 2013, all FAA organizations will ensure that at least 1.67 of all new hires are people with targeted (severe) disabilities.

Core Activity: Hiring People with Targeted Disabilities

Assist agency efforts to support the hiring goal for PWTD by reporting quarterly on the specific number of new hires of PWTD; improving the efficacy and timeliness of the reasonable accommodation process; and promoting the use of various resources for hiring PWD. Accomplishment of this activity will ensure that FAA organizations meet the FY 13 Shared STI goal that at least 1.67% of all new hires are people with targeted (severe) disabilities.

Activity Target 1:

Each LOB/SO will report quarterly on the specific number of new hires of PWTD and the specific actions taken (i.e. outreach activities, marketing of vacant positions, internships, disability awareness events) to ensure that at least 1.67% of all new hires are people with targeted (severe) disabilities. Due September 30, 2013

Activity Target 2:

Cooperate with ACR to ensure that 400 FAA managers/supervisors are trained on the DOT Online Accommodation Tracking system. Due September 30, 2013

Activity Target 3:

Ensure managers/supervisors attend briefings on the resources available for recruiting and hiring PWD. Due September 30, 2013

Activity Target 4:

Process 90% reasonable accommodation requests within 25 days or less of been received. Due September 30, 2013

Core Measure: Alternative Dispute Resolution Engagement (STI)

ACR, in coordination with the LOB/SO, will ensure that 70% of all managers agree to engage in mediation and that 35% of all EEO pre-complaint cases engage in the ADR process when the employee request mediation, to reduce the number of formal EEO complaints.

Core Initiative: Alternative Dispute Resolution (ADR) Engagement

ACR, in coordination with the LOB/SO, will ensure that 70% of all managers agree to engage in mediation when the complainant has requested mediation and that 35% of all EEO pre-complaint cases engage in the ADR process to reduce the number of formal EEO complaints.

Core Activity: Alternative Dispute Resolution (ADR)

ACR, in coordination with the LOB/SO, will ensure that 70% of all managers agree to mediation as a means to track management willingness to participate in the ADR process. Ensure that 35% of all EEO pre-complaint cases engage in the ADR process when the employee request mediation, to reduce the number of formal EEO complaints.

Activity Target 1:

Civil Rights Offices (ANM, ASW, ACT, and ASO) will manage the ADR process within the geographical service areas and the LOB/SOs will ensure that 70% of all managers agree to mediation as a means to track management willingness to participate in the ADR process. Due September 30, 2013

Activity Target 2:

Assist agency efforts with ADR engagement by ensuring that 35% of all EEO pre-complaint cases engage in the ADR process when the employee request mediation, to reduce the number of formal EEO complaints. Due September 30, 2013

Core Measure: Business Planning

Percentage of Business Planning customers completing the year end survey rating Business Planning support as "good" or "excellent". FY13 Target: (80%)

Core Initiative: Business Planning

Manage the agency-wide business planning process.

Core Activity: Improve Business Plan Builder Capabilities

Based on user/customer requirements, additional modifications may need to be made to the Business Plan Builder.

Activity Target 1:

Determine additional customer requirements. Due December 31, 2012

Activity Target 2:

If required, manage new release of Business Plan Builder Due September 30, 2013

Core Activity: Develop Business Plans

Oversee the development of Business Plans for use as an input to the budgeting and performance assessment processes and as a tool for organizations to manage their fiscal year operations.

Activity Target 1:

Manage development of FY15 Business Plans as input to the FY15 budget formulation. Due April 30, 2013

Activity Target 2:

Manage finalizing of FY14 Business Plans. Due September 30, 2013

Core Activity: Coordinate APL Business Planning Processes

Collaborate within APL to produce a cohesive business plan and adhere to all facets of the organizational planning process and reporting requirements.

Activity Target 1:

Collaborate within APL to complete APL business plans on or before corporate planning deadlines. Due September 30, 2013

Core Activity: KEY STI : Lead Substantive Refresh of FAA's Planning and Budget Formulation Processes

With assistance of internal and external subject matter support, develop process improvement and implementation plan by June 2013. Begin implementation of the approved improvements in planning/budgeting cycle immediately following approval. Develop a measure of the impact of the process improvements that will be base lined in FY 2013 and fully implemented in FY 2014.

Activity Target 1:

Completed. Due September 30, 2013

Core Measure: Destination 2025 Support

Provide successful Strategic Plan (Destination 2025) support, as measured by Administrator and Management Team satisfaction with the process as developed, executed, and modified, at the end of each planning cycle. Satisfaction will be gauged through a survey or individual interviews.

Core Initiative: Strategic Planning and Business Planning

In addition to activities that support specific Strategic Plan (Destination 2025) initiatives, support strategic planning and management throughout the FAA and the Department of Transportation. Monitor and report progress on Strategic Plan targets and initiatives and establish the appropriate linkages and accountability in each LOB/SO with annual Business Plans.

Core Activity: Develop Strategic Plans and Measures

Coordinate development and revision of Strategic Plans and FAA input to DOT Strategic Plans.

Activity Target 1:

Update Strategic Plan Due September 30, 2013

Activity Target 2:

Develop OSI/Shared STIs Due September 30, 2013

Activity Target 3:

FAA Input to DOT Strategic Plan within scheduled deadlines Due September 30, 2013

Activity Target 4:

Support all FAA organizations in using management software to manage their Strategic Plan and Business Plan responsibilities. Due September 30, 2013

Core Activity: Monitor/Report FAA Performance

Monitor and report progress on Strategic Plan targets and initiatives and on FAA portions of DOT-level performance reports.

Activity Target 1:

Manage the Strategy, Budget and Performance Committee so that it meets its broad mandate to set overall Agency strategy, establish policy and priorities, oversee planning and budgeting processes, and measure performance for the FAA. Due September 30, 2013

Activity Target 2:

Complete analysis of actual FY12 performance and payout options for OSI and Shared STI. Due September 30, 2013

Activity Target 3:

Respond to requests for DOT-level performance information within scheduled deadlines. Due September 30, 2013

Core Activity: Communicate FAA Strategic Plan & Performance

Communicate the goals of the Strategic Plan to the FAA employees and the aerospace community and gain feedback that helps the FAA meet their needs. Give employees a clear line of sight from their jobs to the goals of the Strategic Plan.

Activity Target 1:

Communicate, publish and distribute plan

revisions within 15 days of Administrator's release. Due September 30, 2013

Activity Target 2:

Publish quarterly "How are we performing" reports on the internet within 4 weeks of the end of the quarter. Due September 30, 2013

Activity Target 3:

Publish quarterly updates on OSI performance on the FAA intranet within 4 weeks of the end of the quarter. Due September 30, 2013

information for outreach activities. Due September 30, 2013

Activity Target 2:

Perform weekly updates as needed based on aviation industry personnel changes. Due September 30, 2013

Core Measure: APO Customer Outreach

Satisfaction of senior management with the timeliness of the response once a specific issue or need is identified.

Core Initiative: Stakeholder Relationship Management

Work with FAA's customers and stakeholders to ensure that their needs are heard and acted upon, that the FAA's plans, policies, and rationales are presented and discussed with them, and that, insofar as possible, the FAA and its customers and stakeholders understand and move forward together to achieve mutual goals.

Core Activity: Manage Congressionally-mandated advisory boards

Provide staff support and coordination for Congressionally-mandated FAA advisory boards. Currently, the Management Advisory Council (MAC) provides general management and performance advice to the Administrator and the Air Traffic Services Committee (ATS) provides an advisory function focused on the Air Traffic Organization. Current language in a draft reauthorization bill could modify or replace both these boards.

Activity Target 1:

Staff meetings of both the MAC and the ATS, or other board as contained in any new FAA reauthorization, as directed by the FAA Administrator. This includes all aspects of meeting preparations, meeting conduct, and meeting follow-up. Due September 30, 2013

Core Activity: FAA Stakeholder Database

Manage a comprehensive and accurate database of current FAA stakeholder information.

Activity Target 1:

Target 1: Within timeframe agreed upon with requestor, provide customers stakeholder

Core Measure: Policy Initiatives

Develop, research, analyze, monitor and recommend policy and legislative initiatives for civil aviation and commercial space transportation.

Core Initiative: Policy Initiatives

Develop, research, analyze, monitor and recommend policy and legislative initiatives for civil aviation and commercial space transportation.

Core Activity: Prepare, analyze, and monitor policy and legislative initiatives

For the duration of this current FAA authorization, monitor and analyze other legislative proposals affecting the FAA.

Activity Target 1:

Monitor legislative proposals, develop and coordinate responses internally and externally as needed, recommend actions according to specified deadlines. Due September 30, 2013

Core Activity: Research Agenda for Policy

Continue to utilize the research agenda for Policy.

Activity Target 1:

Identify and Select Topics for research. Due September 30, 2013

Activity Target 2:

Initiate research in at least one area. Due September 30, 2013

Activity Target 3:

Review progress/results of research initiated in FY09 and FY10. Due September 30, 2013

Activity Target 4:

Submit research proposals to the Airport Cooperative Research Program in accordance with ACRP deadlines. Due September 30, 2013

Activity Target 5:

To the extent possible, submit request for FAA RE&D funding for policy research topics. Due September 30, 2013

Core Initiative: Legislative Proposal for Reauthorization

Work with the Administration, Congress, and stakeholders to develop and implement FAA reauthorization legislation.

Core Activity: Implement Reauthorization (Environment)

Implement legislation as necessary for FAA's reauthorization.

Activity Target 1:

Develop aviation environmental and energy proposals for next FAA reauthorization. Due July 31, 2013

Activity Target 2:

Implement legislation as necessary for FAA's reauthorization by dates consistent with the reauthorization legislation implementation plan. Due September 30, 2013

Core Activity: FAA Reauthorization and Legislation Implementation

Coordinate and develop agency reauthorization priorities. Provide analysis and technical assistance on draft legislative proposals as necessary. Monitor implementation of reauthorization as required by statute.

Activity Target 1:

For the next cycle beyond the current authorization period, develop new reauthorization priorities and proposals for the agency, coordinating internally and externally as needed. Provide analysis and technical assistance on Congressional legislative proposals as needed. Due September 30, 2013

Activity Target 2:

Monitor the implementation of legislation on current programs as necessary for FAA's reauthorization by dates consistent with the reauthorization legislation implementation plan. Due September 30, 2013

Core Initiative: Emerging Policy Issues

Work across the agency, and with the Administration, Congress, and stakeholders as needed on new emerging aviation and commercial space policy issues.

Core Activity: Emerging Policy Issues

Work across the agency, and with the Administration, Congress, and stakeholders as needed on new

emerging aviation and commercial space policy issues.

Activity Target 1:

Coordinate cross-agency efforts to address emerging aviation and commercial space policy issues. Work with the Administration, Congress, and stakeholders as needed. Due September 30, 2013

Core Measure: Crisis Response Working Group and Emergency Preparedness

Timely coordinate all issues related to hostile and or emergency situations as appropriate.

Core Initiative: Present APL Emergency Preparedness Plan

Represent APL in FAA programs dealing with Pandemic Preparedness, Continuity of Operations and other emergency activities; Manage Crisis Response Working Group on hostile situations abroad

Core Activity: API/FAA Pandemic Preparedness

Participate in FAA Pandemic Preparedness monthly meetings, brief API management on initiatives and participate in exercises.

Activity Target 1:

Update API Pandemic and Emergency Preparedness plan. Due August 30, 2013

Core Activity: FAA's Crisis Response Working Group

Manage API role on the various - Crisis Response Working Groups (CRWG).

Activity Target 1:

Coordinate APL Role in yearly Continuity of Operations (COOP) Exercise. Due September 30, 2013

Activity Target 2:

Draft at least 80 percent of the CRWG recommendations to the Crisis Response Steering Group within one business day following the group's decisions. Due September 30, 2013

Activity Target 3:

Work with AEO to develop international chapter for Crisis Management Handbook Due September 30, 2013

Core Measure: F&E Activity 5 Travel Funds

Initiative supports OSHA F&E projects shared with AHR and AEE.

Core Initiative: F&E Activity 5 Travel Funds

Initiative supports OSHA F&E projects shared with AHR and AEE.

Core Activity: F&E Activity 5 Travel Funds

Initiative supports OSHA F&E projects shared with AHR and AEE.

Activity Target 1:

Monitor and Support Due September 30, 2013

Core Measure: Manage EEO Training

Assist agency efforts to prevent discrimination by training 60% of management and 10% of employees on EEO responsibilities and appropriate behaviors; ensuring that all FAA employees complete the NO FEAR Training that is required by OPM; and providing training to 75% of all new Air Traffic Student hires.

Core Initiative: Prevent Discrimination through EEO Training

Assist agency efforts to prevent discrimination by training 60% of management and 10% of employees on EEO responsibilities and appropriate behaviors. Additionally, ACR will ensure that all FAA employees complete the NO FEAR Training that is required by OPM.

Core Activity: Prevent Discrimination through EEO Training

Assist agency efforts to create a FAA culture in which managers and employees each understand their role in creating and maintaining an inclusive workplace, by promoting diversity and equal employment opportunity, consistent with merit principles and applicable law.

Activity Target 1:

Ensure that employees complete the NO FEAR Training to meet the OPM requirement. Due November 23, 2012

Activity Target 2:

Promote and support agency's efforts to prevent

discrimination by ensuring that 60% of management and 10% of employees attend EEO training. Due September 30, 2013

Core Measure: Small Business and Corporate Citizenship

Award at least 25% of the total direct procurement dollars to small businesses, thereby promoting small business development and good corporate citizenship

Core Initiative: Award Procurement Dollars

Award at least 25% of the total direct procurement dollars to small businesses, thereby promoting small business development and good corporate citizenship.

Core Activity: Awarding of procurement dollars.

Special emphasis on small, disadvantaged and women-owned, and service-disabled veteran-owned businesses

Activity Target 1:

Deliver and participate in one outreach event or program. Due September 30, 2013

Activity Target 2:

In accordance with P.L. 95-507 and the agency's SB goal: FAA will award at least 25% of the total agency's direct procurement dollars to Small Businesses Due September 30, 2013

Core Measure: Optimize Information Delivery Through Technology Innovation

Enterprise Messaging System (EMS) will successfully migrate to no less than 90% of all FAA employees from the internally hosted and managed Lotus Notes e-mail solution to the externally hosted and managed cloud based Microsoft Outlook e-mail solution by August 31, 2013.

Core Initiative: Enterprise Architecture (CIP#:M31.00-00)

Implement and manage an actionable Enterprise Architecture.

Relationship to Measure: Implement and manage an actionable Enterprise Architecture.

Core Activity: Enterprise Architecture (EA) Compliance

Enhance the FAA Enterprise Architecture to support IT Investment Management and Portfolio Management. Coordinate NAS and Non-NAS EA alignment where possible with common policy, procedures and tools.

Activity Target 1:

Provide monthly review of LOB/SO EA repository/compliance questionnaire response and artifacts, as applicable or required. Due September 30, 2013

Activity Target 2:

Provide assistance to load LOB/SO investment teams EA artifacts in the EA repository at each EA roadmap decision point. Due September 30, 2013

Core Activity: Enterprise Architecture (EA) Governance

Provide a Non-NAS Governance model and operational support for the development of architecture, configuration management, IT standards, and investment artifacts. Note that all of APL's IT support and requirements are provided by ATO; IT technical expertise is not resident in APL.

Activity Target 1:

Provide quarterly status of all investments for Joint Resources Council (JRC) program review packages at least three weeks prior to JRC schedule, as applicable or required. Due September 30, 2013

Core Measure: Management Staff Support

Achieve a score of no less than 80% in a customer satisfaction survey measuring the provision of personnel, finance management, travel and transportation support to FAA's operations in foreign areas.

Core Initiative: Management Staff Support

Provide a broad range of personnel, finance management, travel, transportation and logistical services for the APL organization as well as all FAA lines of business and staff offices in support of FAA's international programs.

Core Activity: Personnel Support

Provide personnel support to the APL organization and FAA's operations in foreign areas.

Activity Target 1:

Respond to FAA managers and employees within 1 business day and provide accurate information about human resource issues. Due September 30, 2013

Activity Target 2:

Track and issue monthly reminders to APL employees on mandatory FAA training requirements. Due September 30, 2013

Core Activity: Finance and Training Support

Provide finance and training support to the APL organization and FAA's operations in foreign areas. Support the registration of international students to the FAA Academy.

Activity Target 1:

Respond to FAA managers and employees within 1 business day and provide accurate information about financial management issues. Due September 30, 2013

Activity Target 2:

Provide quarterly budget reviews to each of the APL office directors. Due September 30, 2013

Activity Target 3:

Forward all training agreements, cost estimates and facility passes within 2 business days of request. Due September 30, 2013

Activity Target 4:

Develop annual spending plans and cost estimates within established deadlines throughout FY 2014. Due September 30, 2013

Activity Target 5:

Provide cost estimates for international reimbursable technical assistance agreements within 2 days of request. Due September 30, 2013

Activity Target 6:

Coordinate new Reception and Representation (R&R) requests with OST within 1 business day of receiving request. Due September 30, 2013

Core Activity: Travel and Transportation Support

Provide travel and transportation support to the APL organization and FAA's operations in foreign areas

Activity Target 1:

Respond to FAA managers and employees within 1 business day and provide accurate information

about travel and transportation issues. Due September 30, 2013

Activity Target 2:

Provide biannual reminders to FAA employees on international travel guidelines and provide periodic training and information sessions on foreign travel matters as required. Due September 30, 2013

Activity Target 3:

Forward all visa and passport applications for official travel within 1 day of receipt. Due September 30, 2013

Core Measure: EEO Action Committee

ACR in coordination with LOB/SOs will host a minimum of five (5) meetings to identify recommendations and strategies regarding EEO and diversity within the FAA Workplace.

Core Initiative: EEO Action Committee Meetings

ACR in coordination with LOB/SOs will host a minimum of five (5) meetings to identify recommendations and strategies regarding EEO and diversity within the FAA Workplace.

Core Activity: EEO Action Committee Meetings

Attend a minimum of five (5) EEO Action Committee Meetings held by ACR to identify recommendations and strategies regarding EEO and diversity within the FAA Workplace.

Activity Target 1:

Attend EEO Action Committee Meetings scheduled by ACR. Due September 30, 2013

Activity Target 2:

Present demographics profiles for APL at the EEO Action Committee and discuss strategies for improving in areas with low participation. Due September 30, 2013

Activity Target 3:

Analyze APL statistical demographic data and identify programs, recommendations, actions regarding EEO and diversity within the FAA workplace. Due September 30, 2013

Core Measure: Funding Stability and Adequacy

Develop and analyze proposals for alternatives to current tax structures and funding sources. Reach out to the aviation community for their perspectives on alternative sources of FAA funding. Analyze forecasts of Trust Fund revenues and expenditures, and analyze Trust Fund receipts.

Core Initiative: Funding Stability and Adequacy

Develop and analyze proposals for alternatives to current tax structures and funding sources. Reach out to the aviation community for their perspectives on alternative sources of FAA funding. Analyze forecasts of Trust Fund revenues and expenditures, and analyze Trust Fund receipts.

Core Activity: Funding Stability and Adequacy

Develop and analyze proposals for alternatives to current tax structures and funding sources. Reach out to the aviation community for their perspectives on alternative sources of FAA funding. Analyze forecasts of Trust Fund revenues and expenditures, and analyze Trust Fund receipts.

Activity Target 1:

Develop, analyze, and coordinate FAA position on Trust Fund financing alternatives. Develop or update analytical tools to evaluate Trust Fund financing alternatives as needed. Develop legislative proposals as needed. Reach out to aviation community on alternative sources of FAA funding as needed. Due September 30, 2013

Activity Target 2:

Within 30 days of receipt of certification from Treasury Department, conduct variance analysis on actual Trust Fund receipts. Seek resolution of discrepancies with Treasury. Within 30 days of receipt from Treasury Department, analyze forecasts of Trust Fund revenues and expenditures. Due September 30, 2013

Core Measure: Policy Office Quality Management

Implement Quality Management Processes for Regulatory Analyses for agency Rulemaking projects.

Core Initiative: Policy Office Quality Management

Implement Quality Management Processes for Regulatory Analyses for agency Rulemaking projects.

Core Activity: Institute quality management processes throughout the Office of Aviation Policy and Plans

Implement Quality Management Processes for Regulatory Analyses for agency Rulemaking projects.

Activity Target 1:

Conduct gap analysis for all activities. Identify and develop action plan covering all Division processes. Implement the action plan for regulatory evaluations: document the process and provide work instructions for all related activities; develop, collect, and analyze s, train all staff in the quality management system, and institute feedback and continuous improvement systems. Due September 30, 2013

Core Activity: KEY STI Policy Office Quality Management

KEY STI : Implement Quality Management Processes for Regulatory Analyses for agency Rulemaking projects. Target- Develop Quality Management documents, systems and data, and identify all quality management processes necessary for ISO 9001 certification eligibility of the APO regulatory analyses function by September 3, 2013.

Activity Target 1:

Complete Due September 30, 2013

Sustain our Future

The Office of Policy, International Affairs, and Environment (APL) works to enhance aviation mobility and efficiency in an environmentally responsible and energy efficient manner. We will minimize noise and emission impacts on communities, reduce aviation's carbon footprint, invest in new technology, foster sustainable alternative fuels research, and advance other innovations that promote environmentally sustainable solutions.

Our priorities for FY13 and years ahead will be to further mature aircraft technologies that have potential for reduction in noise, emissions and fuel burn and a promise for quicker market penetration. Similarly, we will continue to pursue development of sustainable jet fuels based on a wider range of feedstock and in blends that are greater than the 50%, which is the current limit specified by ASTM .

Enhancements and optimization of operational procedures offer the potential for relatively quick realization of environmental benefits and energy savings. APL has coordinated its gate-to-gate operational procedures program activities with the FAA NextGen Office and Air Traffic Organization and has initiated environmental assessments of NextGen operational improvements. We

will continue this critical coordination and support activity in FY13 and beyond. The APL funded N-control surface optimization project has successfully demonstrated fuel burn and emissions reduction benefits at the Boston Logan airport. We will demonstrate N-Control surface optimization at LaGuardia Airport in FY13 to quantify the environmental benefits at a second airport. Outcomes from the matured N-Control techniques will eventually be integrated with the rest of the FAA surface optimization efforts. The availability of environmental analytical tools that can calculate noise, emissions and fuel burn is critical not only for domestic NAS-wide regulatory compliance and performance assessment analyses but also for providing decision support for international standards setting and negotiations. Without these tools, we cannot evaluate how changes to the system, such as those caused by policy measures and the introduction of new aircraft technologies, operations, and alternative fuels, will impact noise, emissions and fuel burn interdependently. To help meet this need, we have successfully released a public version of the Aviation Environmental Design Tool (AEDT2a) in FY12 for global and regional analyses along with policy and guidance documents for its use by National Environmental Policy Act (NEPA) practitioners. We will continue to enhance its capability and publicly release AEDT2b in FY14 for world-wide airport level integrated environmental and fuel burn analyses.

Further advances in our understanding of social welfare and human impacts of noise and emissions are critical not only to reduce the underlying uncertainties but also to aid cost-benefit analysis for decision support and enhance credibility of environmental analysis and prediction capabilities. In FY13, we will continue our research efforts to quantify climate impacts of aviation and better characterize the underlying uncertainties while also furthering our abilities to model the impacts of aviation emissions on surface air quality. We have developed an initial framework for noise research and we will initiate priority-based research activities in FY13 to improve our understanding of how aviation noise impacts the communities around airports.

On the international environmental front, APL will continue to work closely with the Committee on Aviation Environmental Protection of the International Civil Aviation Organization ICAO/CAEP and its members to develop an aircraft carbon dioxide (CO₂) emissions standard in FY13. The technical basis of the standard, i.e., an aircraft-level CO₂ system, was recently finalized and accepted by ICAO/CAEP. This system will be used to define the emissions stringency level for aircraft certification. APL-funded scientific and technical efforts, along with supporting analyses, have played a crucial role in what has thus far been a success.

The NextGen Environmental Management System (EMS) framework will help to manage NAS-wide environmental performance through a system of gathering information from the aviation community and using this input to

calculate progress towards our environmental goals while adapting plans as needed such that we meet these goals. Developmental and communication outreach activities will continue in FY13 and beyond with an aim of the EMS being initially used in FY15.

We continue to make measurable progress to monitor and report on the FAA-wide sustainability performance in terms of energy and environmental management activities as required by the Energy Policy Act of 2005, the Energy Independence and Security Act of 2007, and Executive Order (EO) 13514 Federal Leadership in Environmental, Energy, and Economic Performance. In FY13, we will focus on improving vehicle fleet petroleum and alternative fuel use; capturing actual energy and water consumption data to improve data quality; and issuing an updated FAA Energy and Water Management Order among many other activities.

Strategic Measure: Renewable Jet Fuel

One billion gallons of renewable jet fuel is used by aviation by 2018. FY13 Target: Develop viable measurement system to accurately track future U.S. alternative jet fuel use; Advance qualification and deployment of sustainable alternative jet fuels

Strategic Initiative: Sustainable Jet Fuel Development

Advance development of sustainable aviation jet fuels through the Continuous Low Energy, Emissions and Noise (CLEEN) program.

Strategic Activity: Sustainable Jet Fuel Development

Advance development of sustainable aviation jet fuels through the Continuous Lower Energy, Emissions and Noise (CLEEN) program. Target = Complete 90% of milestones specified in project level agreements.

Activity Target 1:

Conduct engine tests of "drop-in" jet biofuel at a blend with Jet-A. Due September 30, 2013

Activity Target 2:

Conduct engine component tests of other advanced "drop-in" jet biofuel blends. Due September 30, 2013

Strategic Activity: KEY STI - Sustainable Jet Fuel Development

Advance development of sustainable aviation jet fuels through the Continuous Lower Energy, Emissions and Noise (CLEEN) program. Target = Complete 90% of milestones specified in project level agreements.

Activity Target 1:

COMPLETE Due September 30, 2013

Strategic Initiative: Sustainable Jet Fuel Deployment

Advance qualification and deployment of sustainable jet fuels through the Commercial Aviation Alternative Fuels Initiative (CAAFI).

Strategic Activity: Sustainable Jet Fuel Deployment

Advance qualification and deployment of sustainable jet fuels through the Commercial Aviation Alternative Fuels Initiative (CAAFI).

Activity Target 1:

Complete sustainability analysis for alternative jet fuels. Due September 30, 2013

Activity Target 2:

Assess potential for ASTM international approval of other advanced "drop-in" jet biofuel blends. Due September 30, 2013

Strategic Measure: Noise Exposure

The U. S. population exposed to significant aircraft noise around airports has been reduced to less than 300,000 persons. FY13 Target: 371000

Strategic Initiative: Research on Noise Characterization, Exposure, and Impacts

Conduct research to characterize source level noise, its propagation and impacts as well as associated s; develop, validate and apply analytical tools to better understand interdependencies between noise, emissions and fuel burn efficiency and to provide the cost-benefit analysis capability necessary for data-driven decision making.

Strategic Activity: Research on Noise Characterization, Exposure, and Impacts

Conduct research to characterize source level noise, its propagation and impacts as well as associated s; develop, validate and apply analytical tools to better understand interdependencies between noise, emissions and fuel burn efficiency and to provide the cost-benefit analysis capability necessary for data-driven decision making.

Activity Target 1:
Update COE strategic plan for aircraft noise research activities. Due January 31, 2013

Activity Target 2:
Advance understanding of health and welfare impacts of aircraft noise. Due September 30, 2013

Activity Target 3:
Enhance capabilities of aviation environmental tools to incorporate improved representation of aircraft noise. . Due September 30, 2013

Strategic Activity: KEY STI : Noise Exposure

The U. S. population exposed to significant aircraft noise around airports has been reduced to less than 350,000 persons.

Activity Target 1:
Completed Due September 30, 2013

Strategic Initiative: Quiet Aircraft Technology and Operations

Mature quieter aircraft technologies and operational procedures.

Strategic Activity: Quiet NextGen Aircraft Technology and Operations

Mature quieter aircraft technologies and explore operational procedures.

Activity Target 1:
Conduct component and system level integration, testing and analysis of CLEEN noise reduction technologies. Due September 30, 2013

Activity Target 2:
Perform ground tests and demonstrations of CLEEN noise reduction technologies. Due September 30, 2013

Activity Target 3:
Perform assessment of NAS-wide benefits of noise reduction technologies. Due September 30, 2013

Activity Target 4:
Explore improved operational procedures and assess their noise performance benefits. Due September 30, 2013

Strategic Initiative: Aircraft Noise Policy and Standards

Develop policy and standards to reduce aircraft noise impacts.

Strategic Activity: Aircraft Noise Policy and Standards

Develop policy and standards to reduce aircraft noise impacts

Activity Target 1:
Utilize latest science to assess and potentially improve noise level and impacts s associated with aircraft noise policy. Due September 30, 2013

Activity Target 2:
Complete annual assessment of noise exposure. Due August 15, 2013

Activity Target 3:
Perform noise exposure analyses for NextGen aviation scenarios. Due September 30, 2013

Strategic Measure: Emissions Exposure

Aviation emissions contribute 50 percent less to significant health impacts and are on a trajectory for carbon neutral growth using a 2005 baseline. FY13 Target: Develop science basis and methodology

Strategic Initiative: Research on Emissions, Impacts, and Fuel Burn Analysis

Conduct research to characterize source level emissions, their transformation and impacts as well as associated s; develop, validate and apply analytical tools to better understand interdependencies between noise, emissions and fuel burn efficiency and to provide the cost-benefit analysis capability necessary for data-driven decision making.

Strategic Activity: Research on Emissions, Impacts and Fuel Burn Analysis

Conduct research to characterize source level emissions, their transformation and impacts as well as associated s; develop, validate and apply analytical tools to better understand interdependencies between noise, emissions and fuel burn efficiency and to provide the cost-benefit analysis capability necessary for data-driven decision making.

Activity Target 1:
Update COE strategic plan for aviation emissions research activities. Due January 31, 2013

Activity Target 2:

Advance characterization of aircraft emissions.
Due September 30, 2013

Activity Target 3:

Refine estimates of aviation emissions impacts.
Due September 30, 2013

Activity Target 4:

Enhance capabilities of aviation environmental tools to incorporate improved representation of aviation emissions. Due September 30, 2013

Activity Target 1:

Advance sampling, measurement and analyses techniques and procedures for aircraft emissions certification. Due September 30, 2013

Activity Target 2:

Conduct analysis to support CO2 standard. Due September 30, 2013

Activity Target 3:

Perform emissions impacts analyses for NextGen aviation scenarios. Due September 30, 2013

Strategic Initiative: Clean Aircraft Technology and Operations

Mature cleaner and more efficient aircraft technologies and operational procedures.

Strategic Activity: Clean NextGen Aircraft Technology and Operations

Mature cleaner and more efficient aircraft technologies and operational procedures.

Activity Target 1:

Conduct component and system level integration, testing and analysis of CLEEN emissions reduction technologies. Due September 30, 2013

Activity Target 2:

Perform ground tests and demonstrations of CLEEN emissions reduction technologies. Due September 30, 2013

Activity Target 3:

Perform assessments of NAS-wide benefits of CLEEN emissions reduction technologies. Due September 30, 2013

Activity Target 4:

Explore improved operational procedures and assess their fuel burn and emission reduction benefits. Due September 30, 2013

Strategic Initiative: Aviation Emissions Policy and Standards

Develop policy and standards to reduce aviation emissions health impacts.

Strategic Activity: Aviation Emissions Policy and Standards

Develop policy and standards to reduce aviation emissions and related health impacts.

Strategic Activity: Market-Based Measures to Reduce Aviation Greenhouse Gas Emissions

Support interagency efforts to obtain a suspension of the European Union Emissions Trading Scheme (EU ETS) and pursue a positive agenda on addressing aviation emissions in the International Civil Aviation Organization (ICAO). Target = U.S. positions on CO2 Standard, operational measures, and alternative fuels accepted at the ICAO Assembly.

Activity Target 1:

Conduct outreach with key aviation countries and stakeholders and carry out strategy for obtaining action on EU ETS and moving forward in ICAO. Due September 30, 2013

Strategic Activity: KEY STI - Market-Based Measures to Reduce Aviation

Support interagency efforts to obtain a suspension of the European Union Emissions Trading Scheme (EU ETS) and pursue a positive agenda on addressing aviation emissions in the International Civil Aviation Organization (ICAO). Target = U.S. positions on CO2 Standard, operational measures, and alternative fuels accepted at the ICAO Assembly.

Activity Target 1:

COMPLETE Due September 30, 2013

Strategic Initiative: Sustainability of Jet Fuels

Quantify sustainability of aviation jet fuels.

Strategic Activity: Sustainability of Jet Fuels

Quantify sustainability of aviation jet fuels.

Activity Target 1:

Continue sustainability analysis for additional alternative jet fuels. Due September 30, 2013

Activity Target 2:

Assess progress towards carbon neutral growth of U.S. aviation. Due September 30, 2013

Activity Target 2:

Perform fuel burn analysis for NextGen aviation scenarios. Due September 30, 2013

Activity Target 3:

Explore s to measure and track aircraft fuel efficiency. Due September 30, 2013

Strategic Measure: NAS Energy Efficiency

Improve NAS energy efficiency (fuel burned per miles flown) by at least 2% annually. FY13 Target: -16.00%

Strategic Initiative: Fuel Efficient Aircraft Technologies and Operations

Mature more fuel efficient aircraft technologies and operational procedures.

Strategic Activity: Fuel Efficient Aircraft Technologies and Operations

Mature more fuel efficient aircraft technologies and operational procedures.

Activity Target 1:

Conduct component and system level integration, testing and analysis of CLEEN fuel burn efficiency technologies. Due September 30, 2013

Activity Target 2:

Perform ground tests and demonstrations of CLEEN fuel burn efficiency technologies. Due September 30, 2013

Activity Target 3:

Perform assessments of NAS-wide benefits of CLEEN fuel burn efficiency technologies. Due September 30, 2013

Activity Target 4:

Explore improved operational procedures and assess their fuel burn reduction benefits. Due September 30, 2013

Strategic Initiative: Aircraft Fuel Efficiency Policy and Standards

Develop policy and standards to enhance fuel efficiencies.

Strategic Activity: Aircraft Fuel Efficiency Policy and Standards

Develop policy and standards to enhance fuel efficiency.

Activity Target 1:

Complete annual fuel burn assessment. Due August 15, 2013

Core Measure: Support for FAA Environmental Compliance for NEPA Review Processes

Conduct key activities to support FAA environmental compliance of all applicable Regulations, Statutes, Executive Orders, etc., during the Environmental impact Analysis Process for Proposed FAA projects. Initiate coordination of guidance with affected FAA Lines of Business and Staff Offices (LOB/SO) within 3 months of issuance for relevant environmental regulatory initiatives issued by the White House, Congress or other Federal agencies

Core Initiative: Support for FAA NEPA Compliance

AEE provides expert guidance on the requirements of the National Environmental Policy Act, Environmental Statutes and Regulations; and related natural and cultural resource issues. If not handled appropriately, these issues cause major delays to FAA projects.

Core Activity: Policy and Guidance Information for NEPA Compliance Support

Provide policy and guidance on the requirements of the National Environmental Policy Act (NEPA) and related natural and cultural resource issues to minimize delays to FAA aviation projects. As part of this guidance, there needs to be a forum for FAA environmental specialists to discuss current NEPA trends and issues and disseminate environmental information. In an effort to provide the most up to date policy guidance, AEE is updating its policies and procedures for complying with NEPA, FAA Order 1050.1E, Change 1.

Activity Target 1:

Compile, categorize and draft responses to CEQ comments received on revised FAA Order 1050.1E. Due September 30, 2013

Core Activity: Policy Guidance for NEPA Compliance for NextGen

Provide strategic planning for NextGen environmental requirements, including guidance on implementation of the National Environmental Policy Act (NEPA) and

development of related policies and procedures to address national mandates.

Activity Target 1:

Provide support, develop materials, and perform activities for DOT NEPA Effectiveness Working group. Due September 30, 2013

Core Activity: Climate Adaptation Planning

Provide strategic planning for climate adaptation to support NextGen.

Activity Target 1:

Continue coordination with FAA POCs regarding climate adaptation activities and update submissions to DOT. Due May 31, 2013

Activity Target 2:

Report FAA performance on the Leadership in Sustainability Scorecard on a quarterly basis, as requested by OST. Due September 30, 2013

Core Activity: Monitor and Report FAA Sustainability Performance

Provide guidance and coordinate FAA efforts to plan, implement, and document agency energy and environmental management activities to address national mandates.

Activity Target 1:

Gather data from across FAA LOBs in support of completing the following FAA FY 2012 reports: Annual Greenhouse Gas and Sustainability Data Report, Annual Energy Management Report Summary. Supporting LOBs/SOs/Centers: ATO, MMAC, ANG-E. Due December 31, 2012

Activity Target 2:

Complete and submit to OST the following FAA FY 2012 reports: Annual Greenhouse Gas and Sustainability Data Report, Annual Energy Management Report Summary. Due March 31, 2013

Activity Target 3:

Respond to external sustainability performance reporting requests [e.g., Performance Based Contracting reporting to OST] by coordinating with FAA LOBs/SOs/Centers to gather and submit by requested due dates. Supporting LOBs/SOs/Centers: ATO, MMAC, and ANG-E. Due September 30, 2013

Core Activity: Provide guidance and coordinate FAA sustainability efforts

Provide guidance and coordinate FAA sustainability efforts.

Activity Target 1:

Update the FAA Strategic Sustainability Performance Plan (SSPP) in accordance with guidance from the Department of Transportation and Presidential Executive Order 13514, Federal Leadership in Environmental, Energy, and Economic Performance. This item requires critical support from ATO, MMAC, ANG-E, AIO, AFN, AJA, ABU, ARP. Due July 31, 2013

Core Measure: NextGen EMS

25% of large commercial airports, air carriers, and manufacturers have initiated a NextGen Environmental Management System by 2018. All applicable FAA LOBs will include pertinent NextGen EMS aspects in their EMS

Core Measure: Sustainability Performance

Facilitate improved FAA performance on the OST Leadership in Sustainability Scorecard through communication, coordination, guidance, and other activities with LOBs/SOs. Provide guidance and coordinate FAA efforts to plan, implement, and document agency energy and environmental management activities to address national mandates. Target = 80% of OST tasking is completed on time.

Core Initiative: Implement elements of the FAA Greening Initiative and other sustainability and adaptation plans

Facilitate improved FAA performance on the OST Leadership in Sustainability Scorecard through communication, coordination, guidance, and other activities with LOBs/SOs. Provide guidance and coordinate FAA efforts to plan, implement, and document agency energy and environmental management activities to address national mandates.

Core Activity: Facilitate improved FAA performance on Leadership in Sustainability scorecard.

Facilitate improved FAA performance on the OST Leadership in Sustainability Scorecard through communication, coordination, guidance, and other activities with LOBs/SOs. Target = 80% of taskings from OST are completed on time.

Activity Target 1:

Gather Leadership in Sustainability scorecard data from FAA LOBs/SOs/Centers on a quarterly basis. Due September 30, 2013

and identify how their programs can support the Aviation Environmental and Energy Goals by 2018.

Core Initiative: NextGen EMS

The Office of Aviation Policy, International Affairs and Environment (APL) will lead development of the NextGen Environmental Management System (EMS) Framework & Collaboration to identify and manage aviation-related environmental issues and enhance environmental collaboration among aviation stakeholders

Core Activity: NextGen EMS

The Office of Aviation Policy, International Affairs and Environment (APL) will lead development of the NextGen Environmental Management System (EMS) Framework & Collaboration to identify and manage aviation-related environmental issues and enhance environmental collaboration among aviation stakeholders

Activity Target 1:

Coordinate the implementation of a NextGen EMS website as a tool for outreach and communication with NextGen EMS Stakeholders. Due June 30, 2013

Activity Target 2:

Coordinate with a core group of participating stakeholders focused on collaboratively developing the NextGen EMS Framework & Collaboration Stakeholder participation program. Due September 30, 2013

Core Measure: FAA Environmental Management System (EMS)

APL is leading the FAA in maintaining an effective Environmental Management System pursuant to Executive Orders 13423/13514 and developing the NextGen environmental framework. APL is providing technical direction, oversight and support to the FAA in meeting these EO and NextGen environmental goals. The FAA EMS Steering Committee is led by AEE and is composed of the appropriate LOB's and staff offices. AEE will provide support to LOBs and staff offices in meetings, targets, developing FAA-wide training, and coordinating EMS performance reporting.

Core Initiative: FAA Environmental Management Systems (EMS)

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NextGen environmental framework. APL is providing technical direction, oversight and support to the FAA in meeting these EO and NextGen environmental goals. The FAA EMS Steering Committee is led by AEE and is composed of the appropriate LOB's and staff offices. AEE will provide support to LOBs and staff offices in meetings, targets, developing FAA-wide training, and coordinating EMS performance reporting.

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APL is leading the FAA in maintaining an effective Environmental Management System pursuant to Executive Orders 13423/13514 and developing the NextGen environmental framework. APL is providing technical direction, oversight and support to the FAA in meeting these EO and NextGen environmental goals. The FAA EMS Steering Committee is led by AEE and is composed of the appropriate LOB's and staff offices. AEE will provide support to LOBs and staff offices in meetings, targets, developing FAA-wide training, and coordinating EMS performance reporting.

Activity Target 1:

Continue to integrate Greening Initiatives and other requirements of E.O. 13514 into AEE Higher-Tier Environmental Management Programs (EMPs). Due December 30, 2012

Activity Target 2:

Conduct or oversee EMS External Audits and compile the AOA-1 EMS management review for FY-13. Due September 30, 2013

Activity Target 3:

Support and coordinate implementation of LOB EMSs at the field level by conducting steering committee meetings, developing, planning documents, and coordinating individual LOB working groups. Due April 30, 2013

Core Measure: Noise Exposure

The U. S. population exposed to significant aircraft noise around airports has been reduced to less than 300,000 persons.

Core Initiative: Environmental Analysis - SSE SD Operational Assessments (G07M.02-02) (CIP#:G07M.02-02)

The transition to NextGen requires NAS operational assessments to ensure that safety, environmental, and system performance considerations are addressed

throughout the integration and implementation of NextGen.

Relationship to Measure: Conduct research to characterize source level noise, its propagation and impacts as well as associated s; develop, validate and apply analytical tools to better understand interdependencies between noise, emissions and fuel burn efficiency and to provide the cost-benefit analysis capability necessary for data-driven decision making.

Core Activity: Environmental Analysis

The transition to NextGen requires NAS operational assessments to ensure that safety, environmental, and system performance considerations are addressed throughout the integration and implementation of NextGen

Activity Target 1:

AEDT 2a Integration: Final Report on Capability Demonstration of integration of AEDT 2a with TAAM & SWAC. Due September 30, 2013

Core Initiative: SSE SD Operational Assessments (G07M.02-02) (CIP#:G07M.02-02)

The transition to NextGen requires NAS operational assessments to ensure that safety, environmental, and system performance considerations are addressed throughout the integration and implementation of NextGen.

Relationship to Measure: The program supports the transition to NextGen by providing comprehensive assessment of its environmental performance in terms of NAS-wide fuel efficiency improvement. By 2018, this program element will enhance assessment capability that will enable quantitative assessment of NAS-wide operational fuel efficiency. This assessment will provide guidance for adaptations and improvements in mitigation options needed towards achieving any shortfall in the performance .

Core Activity: Environmental Analysis

The transition to NextGen requires NAS operational assessments to ensure that safety, environmental, and system performance considerations are addressed throughout the integration and implementation of NextGen.

Activity Target 1:

AEDT 2a Integration: Final Report on Capability Demonstration of integration of AEDT 2a with TAAM & SWAC. Due September 30, 2013

Core Measure: Emissions Exposure

Aviation emissions contribute 50 percent less to significant health impacts and are on a trajectory for carbon neutral growth using a 2005 baseline.

Core Initiative: Flexible Terminal Env - System Development - Env & Energy _ Env Mgmt Sys & Noise/Emission Reduction (G06M.02-01) (CIP#:G06M.02-01)

Conduct research to characterize source level emissions, their transformation and impacts as well as associated s; develop, validate and apply analytical tools to better understand interdependencies between noise, emissions and fuel burn efficiency and to provide the cost-benefit analysis capability necessary for data-driven decision making

Relationship to Measure: The effort specifically focuses on explorations, simple demonstrations as well as methods to integrate these environmental impact mitigation and energy efficiency options with the NexGen infrastructure in a cost beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficient options.

Core Activity: Flexible Terminal Env - System Development - Env & Energy _ Env Mgmt Sys & Noise/Emission Reduction (G06M.02-01)

The effort specifically focuses on explorations, simple demonstrations as well as methods to integrate these environmental impact mitigation and energy efficiency options with the NexGen infrastructure in a cost beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficient options.

Activity Target 1:

Explore and develop environmentally and energy-efficient gate-to-gate operational procedures and quantify their environmental benefits. Due September 30, 2013

Core Initiative: Flexible Terminal Env - System Development - Env & Energy □ Env Mgmt Sys & Noise/Emission Reduction (G06M.02-01) (CIP#:G06M.02-01)

Growth in aviation operations will likely result in increases in aircraft noise, fuel burn, and emissions. Environmental impacts could restrict capacity growth and prevent full realization of mobility envisioned by NextGen. NextGen environmental goals are to reduce the system wide aviation environmental impacts in absolute terms notwithstanding the growth of aviation. Environmental impacts of aviation can be reduced through new operational procedures, aircraft technologies, alternative fuels, policies, environmental standards and market based options to allow the desired increase in capacity and efficiency. The environmental and energy development efforts under this program will lead to the assessment of solutions to reduce emissions, fuel burn, and noise associated with NextGen. This effort specifically focuses on research, simple demonstrations, and other methods to integrate these environmental impact mitigation and energy efficiency options with the NextGen infrastructure in a cost-beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficiency options. By 2018, this program will provide information necessary to develop, implement, and manage NextGen system alternatives to meet NextGen capacity growth demand. There are two environmental projects under this program. Environment and Energy' Environmental Management System Solutions to achieve NextGen environmental goals must be based on the application of knowledge of human health and welfare impacts of aviation noise and emissions to determine appropriate means to mitigate these environmental effects. The Environmental Management System (EMS) will manage, mitigate and verify progress towards achieving the environmental goals in an iterative manner based on planning, implementing, measuring the effects of, and adjusting solutions that are based on well developed and demonstrated environmental impacts. The EMS provides a strategic framework to coordinate and optimize NextGen solutions (e.g. operational procedures, aircraft technology, alternative fuels, and policy) for noise, fuel burn, and emissions reduction as well as provide stakeholders with guidance and tools needed to manage their critical environmental issues and ultimately enable the air traffic system to handle growth in demand. Development and implementation of EMS must coincide with development of other components that are part of the NextGen System Development - Environment and Energy and NextGen Environment and Energy Research and Development programs. The Environment and Energy' Environmental Management System program integrates acquired knowledge from the other environmental programs to develop and demonstrate the elements of a NextGen wide EMS. Environment and Energy' Advanced Noise and Emission Reduction effective and proven capabilities as well as NAS-wide implementation of mitigation solutions through advanced aircraft (both engine and airframe)

technologies, alternative aviation fuels and improved environmental and energy efficient operational procedures are the key to reduce significant environmental impacts while improving the energy efficiency of the system. Policy options, environmental standards and market based measures also provide mitigations that help meet environmental and energy efficiency goals. This program will focus on assessing the impacts of mitigation actions on the NAS and provide guidance on potential NAS adaptations needed in order to maximally benefit from the mitigation actions. This program provides an interface between the CLEEN (Continuous Lower Energy, Emissions and Noise) aircraft and alternative fuel technologies program being pursued under the NextGen Environment and Energy Research and Development program to develop noise and emissions reduction options as well as increase fuel efficiency and the EMS which will manage the NextGen environmental goals.

Relationship to Measure: This program supports the FAA Destination 2025 goal for Sustaining Our Future with an outcome of the US aviation sector being a model for sustainable growth. Progress and success of this program will be measured against the performance to improve NAS-wide energy efficiency by at least 2% per year. This program supports accelerated maturation of CLEEN aircraft technologies through testing, demonstration and assessment. In addition, it focuses on exploration of energy efficient and environmentally favorable operational procedures. Both of these advances lead to improved energy efficiency which will be managed and tracked via the Environmental Management System. This program accelerates securing qualification of commercial alternative fuels through testing and demonstration as well as analysis of aviation environmental standards on NAS-wide operational environmental performance.

Core Activity: Flexible Terminal Env - System Development - Env & Energy □ Env Mgmt Sys & Noise/Emission Reduction (G06M.02-01)

Growth in aviation operations will likely result in increases in aircraft noise, fuel burn, and emissions. Environmental impacts could restrict capacity growth and prevent full realization of mobility envisioned by NextGen. NextGen environmental goals are to reduce the system wide aviation environmental impacts in absolute terms notwithstanding the growth of aviation. Environmental impacts of aviation can be reduced through new operational procedures, aircraft technologies, alternative fuels, policies, environmental standards and market based options to allow the desired increase in capacity and efficiency. The environmental and energy development efforts under this program will lead to the assessment of solutions to reduce emissions, fuel burn, and noise associated

with NextGen. This effort specifically focuses on research, simple demonstrations, and other methods to integrate these environmental impact mitigation and energy efficiency options with the NextGen infrastructure in a cost-beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficiency options. By 2018, this program will provide information necessary to develop, implement, and manage NextGen system alternatives to meet NextGen capacity growth demand. There are two environmental projects under this program. Environment and Energy - Environmental Management System Solutions to achieve NextGen environmental goals must be based on the application of knowledge of human health and welfare impacts of aviation noise and emissions to determine appropriate means to mitigate these environmental effects. The Environmental Management System (EMS) will manage, mitigate and verify progress towards achieving the environmental goals in an iterative manner based on planning, implementing, measuring the effects of, and adjusting solutions that are based on well developed and demonstrated environmental impacts. The EMS provides a strategic framework to coordinate and optimize NextGen solutions (e.g. operational procedures, aircraft technology, alternative fuels, and policy) for noise, fuel burn, and emissions reduction as well as provide stakeholders with guidance and tools needed to manage their critical environmental issues and ultimately enable the air traffic system to handle growth in demand. Development and implementation of EMS must coincide with development of other components that are part of the NextGen System Development - Environment and Energy and NextGen Environment and Energy Research and Development programs. The Environment and Energy - Environmental Management System program integrates acquired knowledge from the other environmental programs to develop and demonstrate the elements of a NextGen wide EMS. Environment and Energy - Advanced Noise and Emission Reduction Effective and proven capabilities as well as NAS-wide implementation of mitigation solutions through advanced aircraft (both engine and airframe) technologies, alternative aviation fuels and improved environmental and energy efficient operational procedures are the key to reduce significant environmental impacts while improving the energy efficiency of the system. Policy options, environmental standards and market based measures also provide mitigations that help meet environmental and energy efficiency goals. This program will focus on assessing the impacts of mitigation actions on the NAS and provide guidance on potential NAS adaptations needed in order to maximally benefit from the mitigation actions. This program provides an

interface between the CLEEN (Continuous Lower Energy, Emissions and Noise) aircraft and alternative fuel technologies program being pursued under the NextGen Environment and Energy Research and Development program to develop noise and emissions reduction options as well as increase fuel efficiency and the EMS which will manage the NextGen environmental goals.

Activity Target 1:

System Safety Assessment (SSA): System Safety Assessment System Safety Assessment (SSMT) will conduct a National Level System Safety Assessment of the safety impacts of proposed NextGen investments. Due September 30, 2013

Core Measure: NAS Energy Efficiency

Improve NAS energy efficiency (fuel burned per miles flown) by at least 2% annually.

Core Initiative: Flexible Terminal Environment - System Development - (CIP#:G06M.02-01)

Improve NAS energy efficiency (fuel burned per miles flown) by at least 2% annually.

Relationship to Measure: The effort specifically focuses on explorations, simple demonstrations as well as methods to integrate these environmental impact mitigation and energy efficiency options with the NexGen infrastructure in a cost beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficient options.

Core Activity: Flexible Terminal Env - System Development - Env & Energy _ Env Mgmt Sys & Noise/Emission Reduction (G06M.02-01)

The effort specifically focuses on explorations, simple demonstrations as well as methods to integrate these environmental impact mitigation and energy efficiency options with the NexGen infrastructure in a cost beneficial and verifiable manner. It will also provide ways to adapt the NAS infrastructure to fully exploit the benefits of these environmental mitigation and energy efficient options.

Activity Target 1:

Examine system-level implications of aircraft design mission specifications and operational changes needed for next generations of aircraft to

achieve significant environmental impact reductions. Due September 30, 2013