



**Federal Aviation  
Administration**

# **Policy, International Affairs, and Environment**

## **Fiscal Year 2011 Business Plan**



# FY2014 APL Business Plan

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.

## Make Aviation Safer and Smarter

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.

### **Core Business 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 Business 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 13-15 employees produces 25-30 regulatory evaluations per year, ranging from simple to very complex analyses. Completion is contingent upon resource availability.

#### **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, 2014

#### **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 July 31, 2014

### **Activity Target 3:**

Complete at least one post-review of a previously published regulation as required by statute. Due September 30, 2014

### **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. Completion is contingent upon resource availability.

#### **Activity Target 1:**

Update 'Economic Values for FAA investment and Regulatory Decisions, A Guide' at least one new or revised standard value or methodology. This target is contingent upon securing funding for contract support. Due September 30, 2014

#### **Activity Target 2:**

Develop plan to identify APO economic/investment criteria needing updating or cancellation; develop plans to update as necessary. Due September 30, 2014

## **Core Business 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. FY 2014 Target: 7.2

### **Core Business Initiative: Commercial Standards and Policy**

Provide project management and analytical support on regulations, minimum standards, guidance, procedures, rulemaking and Advisory Circulars (ACs).

#### **Core Activity: Part 23 Reorganization Rulemaking Action Plan**

Prepare the Part 23 Reorganization Rulemaking Action Plan (RAP) for submission to the FAA Rulemaking Council.

#### **Activity Target 1:**

Complete preliminary estimate of the cost and benefits for the Part 23 Reorganization Rulemaking Action Plan (RAP). Due July 30, 2014

#### **Activity Target 2:**

Assist with the development of the Part 23 Reorganization Rulemaking Action Plan (RAP), review, and provide comments on the final draft within 3 weeks of receipt for comment. Due August 30, 2014

### **Core Activity: Noise and Emissions Policy Support**

Provide policy support to AIR for the noise and emissions exposure.

#### **Activity Target 1:**

Complete all FY2014 activities agreed to by AIR and AEE in support of expanding delegation for noise and emissions. Due September 30, 2014

### **Core Activity: Rule Approval**

AOA, or OPR Director as appropriate, provides final FAA approval for 85% of rules within 90 days of the Council-approved schedule date. (For harmonized rules, AOA has delegated signature authority to AIR-1.) Due by September 30, 2014.

#### **Activity Target 1:**

AOA, or OPR Director as appropriate, provides final FAA approval for 85% of rules within 90 days of the Council-approved schedule date. (For harmonized rules, AOA has delegated signature authority to AIR-1.) Due September 30, 2014

## **Core Business Measure: General Aviation Fatal Accident Rate**

Reduce the general aviation fatal accident rate to no more than 1 fatal accident per 100,000 flight hours by 2018. No more than 1.05 fatal accidents per 100,000 flight hours in FY2014.

### **Core Business 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 for the GA fatal accident rate performance measure.

#### **Activity Target 1:**

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

#### **Activity Target 2:**

Provide current FY GA activity estimates. Due March 31, 2014

#### **Activity Target 3:**

Provide current FY GA activity estimates. Due June 30, 2014

#### **Activity Target 4:**

Provide current FY GA activity estimates. Due September 30, 2014

# Deliver Benefits Thru Technology/Infrastructure

The Office of Policy, International Affairs, and Environment (APL) is responsible for developing national aviation policy. APL will focus effort in the technology and infrastructure arena through developing the FAA's policy positions in areas of congestion management or how best to balance efficient operations with other policy objectives such as access and competition in the face of insufficient capacity, and environmental and energy matters internationally and domestically.

## Core Business 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 Business 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, 2014

##### Activity Target 2:

Issue all policies of insurance before prior to the expiration date, to ensure carriers have insurance in force. Due September 30, 2014

##### Activity Target 3:

Complete 95% of policy reconciliations within 150 days of receipt of reconciliation data from each carrier. Due September 30, 2014

##### Activity Target 4:

Make determination and initiate payments of claims arising from the premium and non-premium insurance policies within 90 days of receiving the Proof of Loss Due September 30, 2014

##### Activity Target 5:

Create and provide legislative language for proposed aviation insurance war risk reform in the President's Budget. Due November 15, 2013

##### Activity Target 6:

Update the Aviation Insurance Procedure's Manual. Due January 31, 2014

## Core Business Measure: Benefit Cost Analysis

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

### Core Business 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, 2014

### Core Business Initiative: Policy and Economic Evaluation of Airport Plans

Evaluate airport benefit-cost analyses 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, 2014

## Core Business Measure: Aviation Industry Information

Forecast of overall demand for FY14 as measured by passengers enplaned is within 2% of actual passengers enplaned

## **Core Business 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 FY2034 which forms the basis for NextGen requirements.

#### **Activity Target 1:**

Publish the annual Forecast to FY 2034. Due March 14, 2014

### **Core Activity: Terminal Area Forecast**

Develop and publish Terminal Area forecasts.

#### **Activity Target 1:**

Provide interim update to ALA for input into 2013 controller workforce plan. Due December 2, 2013  
Due December 2, 2013

### **Core Activity: Additional Aerospace Forecasts**

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

#### **Activity Target 1:**

Publish the ARTCC forecasts. Due January 31, 2014

### **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, 2014

#### **Activity Target 2:**

Provide forecast support and expertise for work under CAEP10 activities as needed. Due September 30, 2014

## **Core Business 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, 2014

#### **Activity Target 2:**

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

#### **Activity Target 3:**

Publish 95% of daily and monthly reports from the Aviation System Performance Metrics. Review compliance with this target quarterly. Due March 31, 2014

#### **Activity Target 4:**

Publish 95% of daily and monthly reports from the Aviation System Performance Metrics. Review compliance with this target quarterly. Due June 30, 2014

#### **Activity Target 5:**

Publish 95% of daily and monthly reports from the Aviation System Performance Metrics. Review compliance with this target quarterly. Due September 30, 2014

## **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, 2013

#### **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 February 22, 2014

#### **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 3, 2014

#### **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 2, 2014

## **Core Business 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, 2014

### **Core Business 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:**

Incorporate passenger and commercial operations forecasts from TAF-M system for hub airports in final 2013 TAF forecasts. Due December 31, 2013

#### **Activity Target 2:**

Provide domestic originating, domestic and international passenger forecast detail for hub airports to public through TAF website. Due December 31, 2013

#### **Activity Target 3:**

Replace existing TAF website with updated TAF-M website. Due September 30, 2014

### **Core Business 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 Business 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 Activity: Implementation of Data Quality Assurance Plan**

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

#### **Activity Target 1:**

Identify and remedy problems with incoming data files in accordance with agreed upon processes and timelines. Due September 30, 2014

### **Core Business Initiative: Improvements in ASPM**

Identify improvements for ASPM

#### **Core Activity: Maintenance and enhancement of data for performance analysis**

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

#### **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, 2014

#### **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, 2014

#### **Activity Target 3:**

Improve download capabilities in ASPM. Due September 30, 2014

### **Core Business Measure: Expand Commercial Space Transportation Capacity**

Enable the commercial space transportation industry through activities intended to encourage, facilitate, and promote the growth and international competitiveness of the U.S. commercial space transportation industry.

#### **Core Business Initiative: Enabling Industry Competitiveness and Viability**

Enable the commercial space transportation industry through activities intended to encourage, facilitate, and promote the growth and international competitiveness of the U.S. commercial space transportation industry.

#### **Core Activity: AST and APO Policy Partnership**

AST and APO to partner in consideration and preparation of policy positions.

#### **Activity Target 1:**

Partner with APO in preparation of at least one policy-related document. Due September 30, 2014

## **Core Business Measure: Drive Continuous Efficiency Improvement & Cost Control**

Achieve documented cost savings and cost avoidance of \$41.53 million in FY 2014.

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### **Core Business Initiative: Productivity and Financial Metrics**

Each FAA organization will develop, track, and report quarterly on a comprehensive measure of its operating efficiency or financial performance. These measures will include: ATO cost per controlled flight, staff office overhead rates and cost per accounting transaction.

#### **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 2014 Target: 5.5%

##### **Activity Target 1:**

APL will continue to report FY13 4th quarter results to ABA on its labor rate as a factor of the labor rate of APL. Due October 31, 2013

##### **Activity Target 2:**

APL will continue to report quarterly to ABA on its labor rate as a factor of the labor rate of APL. Due January 31, 2014

##### **Activity Target 3:**

APL will continue to report quarterly to ABA on its labor rate as a factor of the labor rate of APL. Due April 30, 2014

##### **Activity Target 4:**

APL will continue to report quarterly to ABA on its labor rate as a factor of the labor rate of APL. Due July 31, 2014

##### **Activity Target 5:**

Provide updated FY 2015 template for review and approval in time to be included in the FY 2014 Business Plan. Due May 15, 2014

## **Core Business 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 by September 30, 2014.

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### **Core Business 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:**

Participate in one outreach event or program. Due September 30, 2014

##### **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, 2014

## **Core Business Measure: Performance Based Navigation**

Optimize airspace and Performance Based Navigation (PBN) procedures to improve efficiency an average of 10 percent across core airports by 2018.

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### **Core Business Initiative: NAVLean**

Advance the completion of NAV Lean by 2015 Navigation (NAV) Procedures Project (or NAV Lean) consists of recommendations for improving and streamlining our Instrument Flight Procedure (IFP) processes. The goal for Fiscal Year 2014 is to accomplish 70% of the NAV Lean FY2014 activities to streamline Instrument Flight Procedures (IFP)

#### **Core Activity: NAVLean Support - Recommendation #10**

Complete activities identified to be accomplished in FY2014 that are associated with NAV Lean Recommendation 10; Amend FAA Order 1050.1E to provide guidance to environmental specialist on using the focused EA approach and use of radar tracks data for noise analysis in lieu of an existing procedure.

##### **Activity Target 1:**

Publish revised Order 1050.1F for new radar tracking and focused EA. Due September 30, 2014

##### **Activity Target 2:**

Develop 1050.1F Training Course and offer initial training opportunity. Due September 30, 2014

## **Core Business Measure: Average Daily Capacity**

Maintain an average daily capacity for core airports of 58,166, or higher, arrivals and departures.

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### **Core Business Initiative: Capacity-Enhancing Policies**

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

### **Core Activity: Develop and implement Capacity and Delay Policies**

Analyze capacity and congestion policy implications of NextGen near-term and mid-term improvements with recommendations.

#### **Activity Target 1:**

Develop orders, regulations, or legislation to address NextGen equipage-related policy implications as needed. Due September 30, 2014

### **Core Activity: Enable and Support the Administrator's NextGen Priorities**

Work with the FAA lines of business and the external aviation community to establish and implement policies to enable and support the implementation of NextGen, and provide support as required.

#### **Activity Target 1:**

Determine and initiate implementation of specific activities that need to be added or modified according to the Administrator's Strategic Initiatives. Due December 31, 2013

### **Core Business Initiative: NY Operational Initiatives**

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

#### **Core Activity: Operational Initiatives - Stakeholder Support**

Provide policy oversight of activities related to implementation of NextGen at Core Airports.

#### **Activity Target 1:**

Provide support to implement FY14 Delay Reduction Plan activities. Due September 30, 2014

### **Core Business Measure: Major System Investments**

90% of major baselined acquisition programs must be maintained within 10% of their current acquisition cost, schedule and technical performance baseline as of the end of fiscal year 2014. Due September 30, 2014

### **Core Business Initiative: NextGen Implementation Plan**

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

#### **Core 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 18, 2013

#### **Activity Target 2:**

Working through the cross-agency workgroup, develop, review, and provide comments on draft 1 NextGen Implementation Plan. Due January 17, 2014

#### **Activity Target 3:**

Working through the cross-agency workgroup, develop, review, provide comments, and resolve comments on draft 2 NextGen Implementation Plan Due March 3, 2014

#### **Activity Target 4:**

Provide all final comments and clearances necessary for the NextGen Organization to provide NextGen Implementation Plan to OMB thirty days after the president's budget submission to Congress. Due April 25, 2014

### **Core Business Measure: Renewable Jet Fuel**

One billion gallons of renewable jet fuel is used by aviation by 2018.

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### **Core Business Initiative: Sustainable Jet Fuel Development**

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

#### **Core Activity: Sustainable Jet Fuel Development and Deployment**

Advance development and deployment of sustainable aviation jet fuels through the Continuous Lower Energy, Emissions and Noise (CLEEN) program, the Commercial Aviation Alternative Fuels Initiative (CAAFI), the Center of Excellence for Alternative Jet Fuels and Energy, and other contract mechanisms. FY14 Target: Complete nine out of ten milestones specified in the Environmental Research project level agreement.

#### **Activity Target 1:**

Identify technical and environmental issues preventing the deployment of "drop-in" alternative jet fuels and incorporate these into the alternative jet fuels five year plan. Due September 30, 2014

#### **Activity Target 2:**

Conduct engine tests of other advanced "drop-in" jet biofuel blends. Due September 30, 2014

#### **Activity Target 3:**

Conduct sustainability analysis for additional alternative jet fuels. Due September 30, 2014

**Activity Target 4:**

Secure ASTM International approval of an additional "drop-in" alternative jet fuel pathway. Due September 30, 2014

**Activity Target 5:**

Promote scale-up of jet biofuel production via interagency and industry coordination. Due September 30, 2014

## **Core Business Initiative: Sustainable Jet Fuel Deployment**

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

### **Core Activity: Sustainable Jet Fuel Deployment**

This item has been rolled up into the Initiative Sustainability Jet Fuel Development and Deployment per Julie Oettinger's request to have less redundancy in the Business Plan.

**Activity Target 1:**

This item has been rolled up into the Initiative Sustainability Jet Fuel Development and Deployment per Julie Oettinger's request to have less redundancy in the Business Plan. Due September 30, 2014

## **Core Business Measure: Noise Exposure**

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

### **Core Business Initiative: Research on Noise Characterization, Exposure, and Impacts**

Conduct research to characterize source level noise, its propagation and impacts as well as associated metrics; 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: Research on Noise Characterization, Exposure, and Impacts**

Conduct research to characterize source level noise, its propagation and impacts as well as associated metrics; 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. FY14 Target: 338,000 persons. Note OSI target is 356,000 persons.

**Activity Target 1:**

Update FAA noise research plan. Due September 30, 2014

**Activity Target 2:**

Advance understanding of health and welfare impacts of aircraft noise. Due September 30, 2014

**Activity Target 3:**

Enhance capabilities of aviation environmental tools to incorporate improved representation of aircraft noise. Due September 30, 2014

**Activity Target 4:**

Submit survey package to OMB for survey around 20 airports regarding response to annoyance from aircraft noise. Due September 30, 2014

## **Core Business Initiative: Quiet Aircraft Technology and Operations**

Mature quieter aircraft technologies and operational procedures.

### **Core Activity: Quiet Aircraft Technology and Operations**

Mature quieter aircraft technologies and explore operational procedures.

**Activity Target 1:**

Complete component and system level integration, testing and analysis of CLEEN technologies reducing noise. Due September 30, 2014

**Activity Target 2:**

Perform ground or flight tests and demonstrations of CLEEN technologies reducing noise. Due September 30, 2014

**Activity Target 3:**

Continue assessment of noise reduction benefits of CLEEN technologies at the aircraft and fleet level. Due September 30, 2014

**Activity Target 4:**

Continue to explore additional operational procedures and assess their noise performance benefits with an emphasis on those activities identified through collaboration with ATO. Due September 30, 2014

## **Core Business Initiative: Aircraft Noise Policy and Standards**

Develop policy and standards to reduce aircraft noise impacts.

### **Core 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 metrics associated with aircraft noise policy. Due September 30, 2014

**Activity Target 2:**

Complete annual assessment of noise exposure.  
Due August 15, 2014

**Activity Target 3:**

Perform noise exposure analyses for NextGen aviation scenarios. Due September 30, 2014

**Activity Target 4:**

Preliminary team concurrence on the Stage 5 noise certification NPRM. Due September 30, 2014

## Core Business 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 Business Initiative: Research on Emissions, Impacts, and Fuel Burn Analysis

Conduct research to characterize source level emissions, their transformation and impacts as well as associated metrics; 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: Research on Emissions, Impacts, and Fuel Burn Analysis

Conduct research to characterize source level emissions, their transformation and impacts as well as associated metrics; 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 FAA emissions plan. Due September 30, 2014

**Activity Target 2:**

Advance characterization of aircraft emissions at all phases of flight for both greenhouse gases and health-based pollutants, with an emphasis on particulate matter emissions. Due September 30, 2014

**Activity Target 3:**

Refine estimates of aviation emissions impacts on air quality and climate, with validation against monitoring and context with other transportation sectors. Due September 30, 2014

**Activity Target 4:**

Enhance capabilities of aviation environmental tools to incorporate improved representation of aviation emissions incremental impacts on climate and human health and welfare. Due September

30, 2014

## Core Business Initiative: Clean Aircraft Technology and Operations

Mature cleaner and more efficient aircraft technologies and operational procedures.

### Core Activity: Clean NextGen Aircraft Technology and Operations

Mature cleaner and more efficient aircraft technologies and operational procedures

**Activity Target 1:**

Complete component and system level integration, testing and analysis of CLEEN emissions reduction technologies. Due September 30, 2014

**Activity Target 2:**

Perform ground or flight tests and demonstrations of CLEEN technologies reducing emissions. Due September 30, 2014

**Activity Target 3:**

Continue assessments of emissions reduction benefits of CLEEN at the aircraft and feel level. Due September 30, 2014

**Activity Target 4:**

Continue to explore additional operational procedures and assess their fuel emission reduction benefits. Due September 30, 2014

## Core Business Initiative: Aviation Emissions Policy and Standards

Develop policy and standards to reduce aviation emissions health impacts.

### Core Activity: Aviation Emissions Policy and Standards

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

**Activity Target 1:**

Advance sampling, measurement and analyses techniques and procedures for aircraft emissions certification. Due September 30, 2014

**Activity Target 2:**

Assess incremental health impacts due to U.S. aviation and Perform emissions impacts analyses for NextGen aviation scenarios. Due September 30, 2014

### Core Activity: Framework 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)

**Activity Target 1:**

Implement elements of the framework to reduce aviation GHG emissions agreed to by International

Civil Aviation Organization (ICAO) Due September 30, 2014

**Activity Target 2:**

Conduct outreach with key aviation countries and stakeholders to ensure implementation of the framework agreed to at ICAO. Due September 30, 2014

**Core Activity: Evaluate Progress toward Aviation Greenhouse Gas Emissions**

Track progress made toward carbon neutral growth goal through the use of alternative jet fuels, aircraft technology, operational procedures and policy measures.

**Activity Target 1:**

Assess progress towards carbon neutral growth goal. Due September 30, 2014

**Core Business Initiative: Sustainability of Jet Fuels**

Quantify sustainability of aviation jet fuels.

**Core Activity: Sustainability of Jet Fuels**

Quantify sustainability of aviation jet fuels

**Activity Target 1:**

This can be deleted as it is covered by other initiatives and activities. Due September 30, 2014

**Core Business Measure: NAS Energy Efficiency**

Improve NAS energy efficiency (fuel burned per revenue ton mile) by at least 1 percent annually.

**Core Business Initiative: Fuel Efficient Aircraft Technologies and Operations**

Mature more fuel efficient aircraft technologies and operational procedures.

**Core Activity: Fuel Efficient Aircraft Technologies and Operations**

Mature more fuel efficient aircraft technologies and operational procedures.

**Activity Target 1:**

Complete component and system level integration, testing and analysis of CLEEN technologies reducing fuel burn. Due September 30, 2014

**Activity Target 2:**

Perform ground or flight tests and demonstrations of CLEEN technologies reducing fuel burn. Due September 30, 2014

**Activity Target 3:**

Continue assessments of fuel burn reduction benefits of CLEEN technologies at the aircraft and fleet level. Due September 30, 2014

**Activity Target 4:**

Continue to explore additional operational procedures and assess their fuel burn reduction benefits. Due September 30, 2014

**Core Business Initiative: Aircraft Fuel Efficiency Policy and Standards**

Develop policy and standards to enhance fuel efficiencies.

**Core 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, 2014

**Activity Target 2:**

Perform fuel burn analysis for NextGen aviation scenarios. Due September 30, 2014

**Activity Target 3:**

Explore metrics to measure and track aircraft fuel efficiency. Due September 30, 2014

**Core Business Initiative: Environment & Energy, (CIP#:G06M.02-01) (CIP#:G06M.02-**

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 metrics. 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.

**Core Activity: Support accelerated maturation of CLEEN aircraft technologies through testing, demonstration and assessment, G06M.02-01**

This program supports 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 metric 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.

**Activity Target 1:**

Refine analysis to assess progress towards environmental goals and targets, including contributions from operational improvement and Continuous Lower Energy, Emissions, and Noise (CLEEN) technologies. Due September 30, 2014

**Activity Target 2:**

Initiate Environmental Management Systems (EMS) stakeholder participation program and coordinate participation commitments from five stakeholders. Due September 30, 2014

**Activity Target 3:**

Research requirements for improving stakeholder data use, data reporting, and collaboration for the NextGen Environmental Management Systems (EMS) website. Due September 30, 2014

**Core Business Initiative: Safety, Security, Environment - System Development - 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. Such assessments are particularly

important as the NextGen program evaluates current airspace design and develops new procedures to be implemented within the NAS. This project will conduct performance assessments, benefits modeling, cost/benefit data synthesis, NAS-wide environmental-specific assessments, system performance evaluations, and risk management activities. This research will include initial NAS-wide assessment of methods within Aviation Environment Design tool (AEDT) and Aviation Portfolio Management Tool (APMT) to mitigate NextGen environmental impacts and developing cost-beneficial options to support decision making. This research will also continue to explore integration of advanced performance assessment capability with NAS models for other NextGen programs. This project will contribute to system safety enhancements across the NAS, reducing aircraft emissions and noise, and improving capacity, efficiency, and delay reduction.

### **Core Activity: Support the Transition to NextGen, 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. Such assessments are particularly important as the NextGen program evaluates current airspace design and develops new procedures to be implemented within the NAS. This project will conduct performance assessments, benefits modeling, cost/benefit data synthesis, NAS-wide environmental-specific assessments, system performance evaluations, and risk management activities. This research will include initial NAS-wide assessment of methods within Aviation Environment Design tool (AEDT) and Aviation Portfolio Management Tool (APMT) to mitigate NextGen environmental impacts and developing cost-beneficial options to support decision making. This research will also continue to explore integration of advanced performance assessment capability with NAS models for other NextGen programs. This project will contribute to system safety enhancements across the NAS, reducing aircraft emissions and noise, and improving capacity, efficiency, and delay reduction.

#### **Activity Target 1:**

AEDT 2b Beta 7 Release: Enhanced beta version of the Aviation Environment Design Tool (AEDT2b) will be developed with supporting documentation. AEDT2b has the capability to perform airport to NAS level integrated fuel burn, noise, and emissions analyses. Due September 30, 2014

#### **Activity Target 2:**

AEDT2b Integration: Interim Report on initial integration of AEDT 2b with TAAM and SWAC. Due September 30, 2014

#### **Activity Target 3:**

Development and application of assessment tool to quantify air quality health impacts of aviation on a year to year basis and assessment of pathways to achieve D2025 goals. Due September 30, 2014

#### **Activity Target 4:**

Final Report evaluating the potential contributions of NextGen to Environmental Goals. Due September 30, 2014

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

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

#### **Core Activity: 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, 2014

#### **Activity Target 2:**

A final report on NAS-wide impacts of Aircraft CO2 Emissions Standards Due September 30, 2014

#### **Activity Target 3:**

Examine system-level implications of aircraft design mission specifications, new technologies that are ready for near-term implementation into the fleet, and operational changes needed for next generations of aircraft to achieve significant environmental impact reductions. Due September 30, 2014

#### **Activity Target 4:**

Refine analysis to assess progress towards environmental goals and targets, including contributions from operational improvement and CLEAN technologies. Due September 30, 2014

### **Core Business Initiative: Environmental Analysis - SSE SD Operational Assessments (CIP#: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.

### **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 2b Beta 7 Release: Enhanced beta version of the Aviation Environment Design Tool (AEDT2b) will be developed with supporting documentation. AEDT2b has the capability to perform airport to NAS level integrated fuel burn, noise, and emissions analyses. Due September 30, 2014

#### **Activity Target 2:**

AEDT2b Integration: Interim Report on initial integration of AEDT 2b with TAAM and SWAC. Due September 30, 2014

#### **Activity Target 3:**

Final Report evaluating the potential contributions of NextGen to Environmental Goals. Due September 30, 2014

## **Core Business Measure: Support for FAA Environmental Compliance for NEPA Review Processes**

Provide expert guidance for 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 Business 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:**

Publish revised Order 1050.1F for new radar tracking and focused EA. Due September 30, 2014

#### **Activity Target 2:**

Develop 1050.1F Training Course and offer initial training opportunity. Due September 30, 2014

### **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 Working Groups. Due September 30, 2014

### **Core Activity: Climate Adaptation Planning**

Provide strategic planning for climate adaptation to support NextGen.

#### **Activity Target 1:**

Update FAA climate adaptation plan for submissions to DOT, and identify high priority actions for 2014, as requested by DOT Due September 30, 2014

#### **Activity Target 2:**

Respond to external adaptation reporting requests [e.g., reporting to OST] by coordinating with ARP and ATO, and other LOBs/SOs as needed, to gather and submit. Due September 30, 2014

## **Core Business 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 Business 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 on a quarterly basis. This item requires critical support from ATO, ANG-E, AFN (including ACQ, ARC, and MMAC), and AHR. Due September 30, 2014

**Activity Target 2:**

Report FAA performance on the Leadership in Sustainability Scorecard on a quarterly basis, as requested by OST. Due September 30, 2014

**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 FAA LOBs/SOs in support of completing the following FAA FY 2013 reports: Annual Greenhouse Gas and Sustainability Data Report, Annual Energy Management Report Summary. Supporting LOBs/SOs: ATO, MMAC, ANG-E. Due December 31, 2013

**Activity Target 2:**

Complete and submit to OST the following FAA FY 2013 reports: Annual Greenhouse Gas and Sustainability Data Report, Annual Energy Management Report Summary. Due March 31, 2014

**Activity Target 3:**

Respond to external sustainability performance reporting requests [e.g., Performance Based Contracting reporting to OST] by coordinating with FAA LOBs/SOs to gather and submit by requested due dates. Supporting LOBs/SOs: ATO, MMAC, and ANG-E. Due September 30, 2014

**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, ANG (including ANG-E), AFN (including ACQ, ABA, AIO, ARC, and MMAC), ARP, AGC, AHR, AVS, and AST. Due July 31, 2014

**Core Business Measure: NextGen EMS**

25% of large commercial airports, air carriers, and manufacturers have initiated a NextGen Environmental Management System by 2018 and all applicable FAA LOBs to initiate a NextGen EMS by 2018.

**Core Business 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:**

Complete development of the initial stakeholder participation program framework and begin coordinating testing. Due September 30, 2014

**Activity Target 2:**

Research requirements for improving stakeholder data use, data reporting, and collaboration for the NextGen EMS website. Due September 30, 2014

**Core Business Measure: Noise Exposure**

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

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

Conduct research to characterize source level emissions, their transformation and impacts as well as associated metrics; 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: Flexible Terminal Env - System Development - Env & Energy \_ Env Mgmt Sys & Noise/Emission Reduction (CIP#: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, 2014

**Activity Target 2:**

Explore CLEEN technology on FMS/ATM Integration for Trajectory Optimization. Due September 30, 2014

**Activity Target 3:**

Refine analysis to assess progress towards environmental goals and targets, including contributions from operational improvement and CLEEN technologies. Due September 30, 2014

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

**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 2b Beta 7 Release: Enhanced beta version of the Aviation Environment Design Tool (AEDT2b) will be developed with supporting documentation. AEDT2b has the capability to perform airport to NAS level integrated fuel burn, noise, and emissions analyses. Due September 30, 2014

**Activity Target 2:**

AEDT2b Integration: Interim Report on initial integration of AEDT 2b with TAAM and SWAC.

Due September 30, 2014

**Activity Target 3:**

Final Report evaluating the potential contributions of NextGen to Environmental Goals. Due September 30, 2014

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

Conduct research to characterize source level emissions, their transformation and impacts as well as associated metrics; 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: System Development - Env & Energy \_ Env Mgmt Sys & Noise/Emission Reduction (G06M.02-01)**

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**Activity Target 3:**

Refine analysis to assess progress towards environmental goals and targets, including contributions from operational improvement and CLEEN technologies. Due September 30, 2014

**Activity Target 4:**

Evaluate NAS-wide impacts of Aircraft CO2 Emissions Standards Due September 30, 2014

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

### **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

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AEDT 2b Beta 7 Release: Enhanced beta version of the Aviation Environment Design Tool (AEDT2b) will be developed with supporting documentation. AEDT2b has the capability to perform airport to NAS level integrated fuel burn, noise, and emissions analyses. Due September 30, 2014

#### **Activity Target 2:**

AEDT2b Integration: Interim Report on initial integration of AEDT 2b with TAAM and SWAC. Due September 30, 2014

#### **Activity Target 3:**

Development and application of assessment tool to quantify air quality health impacts of aviation on a year to year basis and assessment of pathways to achieve D2025 goals. Due September 30, 2014

#### **Activity Target 4:**

Final Report evaluating the potential contributions of NextGen to Environmental Goals. Due September 30, 2014

## **Core Business 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 providing technical direction, oversight and support to the FAA in meeting these EO and environmental goals. The FAA EMS Steering Committee is led by AEE and is composed of the appropriate LOB's and staff offices. AEE will develop FAA-wide training, and coordinate EMS performance reporting.

### **Core Business Initiative: FAA Environmental Management System (EMS)**

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direction, oversight and support to the FAA in meeting these EO and environmental goals. The FAA EMS Steering Committee is led by AEE and is composed of the appropriate LOB's and staff offices. AEE will develop FAA-wide training, and coordinate EMS performance reporting.

### **Core Activity: FAA Environmental Management Systems (EMS)**

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

#### **Activity Target 1:**

Review FAA Higher Tier EMPs and update as necessary. Coordinate updates with LOBs, as appropriate. Due December 30, 2013

#### **Activity Target 2:**

Conduct or oversee EMS External Audits and compile the EMS management review for FY-14. Due September 30, 2014

#### **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 August 31, 2014

## **Core Business Measure: Environment & Energy**

The effort specifically focuses on explorations, assessments, 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.

### **Core Business Initiative: Environment & Energy**

The effort specifically focuses on explorations, assessments, 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.

#### **Core Activity: Environment & Energy**

The effort specifically focuses on explorations, assessments, 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:**

Updated CLEEN technology assessment report. Due September 30, 2014

**Activity Target 2:**

Final report on system-wide assessment of the environmental benefits from aircraft mission specification changes. Due September 30, 2014

## Enhance Global Leadership

The Office of Policy, International Affairs, and Environment (APL) 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.

We also work 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.

### Strategic Measure: Global Leadership

Improve safety, air traffic efficiency, and environmental sustainability across the globe through an integrated, data-informed approach that shapes global standards and enhances collaboration and harmonization.

### Strategic Initiative: Corporate International Transformation

Transform our internal structure to use an integrated team approach to ensure open dialog and decision making for consistent, validated international activities.

### Strategic Activity: Corporate International Transformation

Develop an international governance structure that incorporates at the highest level Associate and Assistant Administrators for policy decision making. The next level composed of Directors for policy steering and a final level composed of Managers and Desk Officers for implementation.

**Activity Target 1:**

Charter appropriate bodies and schedule recurring meetings relevant to establishing an FAA international governance structure at the executive level and managerial levels. Due March 31, 2014

### Strategic Activity: Corporate International Governance

Implement an integrated, data-informed approach that ensures open dialog and decision making to develop a consistent, validated international strategy.

**Activity Target 1:**

Put into practice, through establishing charters and recurring meetings, an FAA international governance structure at the executive level that determines corporate international goals for the agency. Due March 31, 2014

**Activity Target 2:**

Initial version of ICAO engagement plan. Due August 31, 2014

**Activity Target 3:**

Direct the development of and approve an integrated FAA International Strategy. Due September 30, 2014

## Strategic Initiative: Global Prioritization

Develop an integrated, data driven approach to prioritize and make decisions about international activities and key relationship.

### Strategic Activity: Global Prioritization

Choose the data and criteria we will use to make decisions about international activities, how to pool resources, and key relationships.

**Activity Target 1:**

Identify data necessary to prioritize strategic goals. Due August 31, 2014

### Strategic Activity: Global Data Development

Ensure a consistent, validated international strategy by developing an integrated, data-informed approach to prioritize and make decisions about international activities and key relationships.

**Activity Target 1:**

Validate data collection criteria necessary to prioritize strategic goals at the executive level.

Draft an integrated FAA International Strategy based on a data-informed approach under the strategic direction of the FAA international governance structure. Due August 31, 2014

## **Core Business Measure: Agreement Coordination**

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

### **Core Business 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.

#### **Core Activity: FAA International Agreements Process**

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

##### **Activity Target 1:**

Initiate internal FAA coordination process of technical assistance agreements, contracts, or other agreements within thirty (30) days of receiving formal request and track progress until signature. Due September 30, 2014

## **Core Business Measure: Policy Outreach**

Promote FAA international policies by providing diplomatic, representational, and programmatic support globally

### **Core Business Initiative: International Aviation Policy and Programs**

Elevate international aviation policies and programs within the USG and with national, regional and multilateral aviation organizations.

#### **Core Activity: International Coordination**

Advance FAA policies and programs through the fostering and maintenance of aviation relationships.

##### **Activity Target 1:**

Represent FAA within USG agencies on international aviation matters. Due September 30, 2014

##### **Activity Target 2:**

Coordinate with international stakeholders to advance aviation policies and priorities. Due September 30, 2014

## **Core Activity: International Visitors Program**

Administer International Visitors Program procedures within FAA and inform national, regional and multilateral aviation organizations of FAA policies.

##### **Activity Target 1:**

Work with API staff, FAA Lines of Business (LOBs) and international partners to coordinate non-routine international visits as requested. Due September 30, 2014

##### **Activity Target 2:**

Work with FAA LOBs and facilities to manage international visitor procedures in accordance with FAA policy. Due September 30, 2014

## **Core Activity: International Travel Support**

Support executives representing FAA international policies and programs at major events globally.

##### **Activity Target 1:**

Support USG executives participating in approved aviation activities. Due September 30, 2014

## **Core Activity: International Leadership Development**

Promote aviation leadership development globally.

##### **Activity Target 1:**

Work with U.S. Embassies and Department of State to identify and nominate candidates for the International Visitor Program (IVLP) and Voluntary Visitor Program (VVP). Due June 30, 2014

##### **Activity Target 2:**

Work with international partners to arrange at least four (4) potential foreign aviation leadership programs from either a regional organization or country, contingent on the availability of appropriated funds. Due September 30, 2014

## **Core Business 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.

### **Core Activity: NextGen Interoperability Cooperative Efforts and Implementation of Regional Plans**

Support implementation of NextGen interoperable technologies and procedures working with other authorities and regional efforts.

##### **Activity Target 1:**

Utilizing available trend analysis tools, identify

countries, and/or organizations working within those countries, and participate in at least six (6) activities that promote the adoption of NextGen or ICAO Aviation System Block Upgrade concepts, interoperable technologies, and procedures. Due September 30, 2014

### **Core 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 technologies and procedures.

#### **Activity Target 1:**

In collaboration with public-private partnerships, complete at least three (3) NextGen best practices activities. Due September 30, 2014

### **Core Activity: KEY STI METRIC: NextGen Interoperability**

Increase the adoption of NextGen interoperable technologies and procedures globally by identifying priority aviation stakeholders and participating in activities that promote ICAO Aviation System Block Upgrade concepts. TARGET: Complete six (6) ASBU promotional activities with priority stakeholders by 9/30/14.

#### **Activity Target 1:**

Complete six (6) ASBU promotional activities with priority stakeholders. Due September 30, 2014

## **Core Business Measure: Support ICAO**

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

### **Core Business 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 the International Civil Aviation Organization (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:**

Coordinate and manage at least two (2) meetings of FAA ICAO Panel members. Due September 30, 2014

#### **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, 2014

### **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, 2014

## **Core Business Measure: International Leadership**

AST shares knowledge of its safety oversight practices with the international commercial space transportation community. Specifically, AST participates in international forums to raise awareness of its practices and activities that have resulted in an outstanding public safety record.

### **Core Business Initiative: Space Transportation International Coordination**

Increase the international competitiveness of the U.S. commercial space transportation industry by articulating and advocating US law, regulatory policy and requirements in at least three forums.

#### **Core Activity: Partner with API**

AST and API partner to advance FAA policies and programs through the fostering and maintenance of international aviation and space relationships.

#### **Activity Target 1:**

Support at least two (2) Commercial Space Transportation initiatives that promote U.S. regulatory policy and requirements. Due September 30, 2014

## **Core Business 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 Business 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, 2014

**Activity Target 2:**

To the extent possible, ensure economic policies and guidance adopted by ICAO reflect U.S. views. Due September 30, 2014

**Core Business 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:**

Support the Air Navigation Services Economics Panel (ANSEP). Due September 30, 2014

**Core Business Measure: Trend Analysis**

Promote resource maximization through the development and implementation of trend analysis tools to assist the FAA in determining international priorities.

**Core Business Initiative: International Trend Analysis**

Develop and manage trend analysis tools to assist the Lines of Business (LOBs) in determining how best to maximize their resources internationally.

**Core Activity: International Resource Prioritization**

Utilizing available trend analysis tools, support the Lines of Business (LOBs) decision making process by determining priority international technical assistance, training, and other requests.

**Activity Target 1:**

Work in collaboration with the International Steering Committee to determine data sets required for strategic decision making. Due August 31, 2014

**Core Business Measure: World-wide Fatal Aviation Accident Rate**

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

**Core Business 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.

**Core Activity: Global Safety Enhancement**

Provide services to support safety oversight activities in all regions and through the International Civil Aviation Organization (ICAO), enhancing the capabilities of Civil Aviation Authorities (CAAs) around the world.

**Activity Target 1:**

Participate in at least twelve (12) safety oversight enhancing activities globally. Due September 30, 2014

**Activity Target 2:**

Complete four (4) safety oversight enhancing projects internationally that promote conformity with and acceptance of international standards. Due September 30, 2014

**Core Business 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.

**Core Business Initiative: Global Environmental Sustainability**

Advance efforts to reduce aviation's environmental footprint.

**Core 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 globally. Due September 30, 2014

**Empower and Innovate with the FAA's People**

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 Business Measure: F&E Activity 5 Travel Funds**

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

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### **Core Business 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 APL.

##### **Activity Target 1:**

Monitor and Support. Due September 30, 2014

## **Core Business Measure: Hiring and Accommodating People with Disabilities**

Support the Department of Transportation's hiring and onboard goal to increase the representation of people with targeted (severe) disabilities in the workforce by ensuring that at least 1.67% of all FAA new hires are PWTD and reporting quarterly on the specific number of new PWTD hires. Additionally, LOBs/SOs will work collaboratively to improve the efficiency and timeliness of reasonable accommodation by processing 90% of reasonable accommodation requests within 25 business days from the date received.

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### **Core Business Initiative: Hiring and Accommodating People with Disabilities**

Ensure that 1.67% of all new hires are PWTD (severe disabilities) and that 90% of reasonable accommodation requests are processed within 25

business days from date received.

### **Core Activity: Hiring and Accommodating People with Disabilities**

Ensure that 1.67% of all new hires are PWTD (severe disabilities) and that 90% of reasonable accommodation requests are processed within 25 business days from date received.

#### **Activity Target 1:**

Report quarterly on the specific number of new PWTD hired and the actions taken to ensure that at least 1.67% of all new hires are people with targeted (severe) disabilities. Due September 30, 2014

#### **Activity Target 2:**

Process 90% of reasonable accommodation requests within 25 business days from date received. Due September 30, 2014

## **Core Business Measure: EEO Training**

Assist Agency efforts to create a FAA culture in which managers and employees understand their role in creating and maintaining an inclusive workplace, by ensuring that 60% of management and 10% of employees complete EEO Training.

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### **Core Business Initiative: Prevent Discrimination through EEO Training**

Ensure that 60% of management and 10% of employees complete EEO Training. Managers and employees are encouraged to complete EEO Training courses that are listed as part of the Diversity and Inclusion Core Curriculum. EEO training will be offered through various methodologies, including on-site, instructor-led training when funding permits.

#### **Core Activity: EEO Training**

Ensure that 60% of management and 10% of employees complete EEO Training. Managers and employees are encouraged to complete EEO Training courses that are listed as part of the Diversity and Inclusion Core Curriculum. EEO training will be offered through various methodologies, including on-site, instructor-led training when funding permits.

#### **Activity Target 1:**

Ensure that 60% of managers and 10% of employees complete EEO Training. Due September 30, 2014

## **Core Business Measure: Management Staff Support**

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

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## **Core Business Initiative: Management Support**

Provide a broad range of personnel, financial 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, 2014

#### **Activity Target 2:**

Track and issue monthly reminders to APL employees on mandatory FAA training requirements. Due September 30, 2014

#### **Activity Target 3:**

Track and issue quarterly notifications to FAA employees who travelled to danger pay posts and were not paid danger pay allowance. Due September 30, 2014

## **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, 2014

#### **Activity Target 2:**

Provide quarterly budget reviews to each of the APL office directors Due September 30, 2014

#### **Activity Target 3:**

Forward all training agreements, cost estimates and facility passes within 2 business days of request. Due September 30, 2014

#### **Activity Target 4:**

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

#### **Activity Target 5:**

Provide cost estimates for international reimbursable technical assistance agreements within 2 days of request. Due September 30, 2014

#### **Activity Target 6:**

Coordinate new Reception and Representation (R&R) requests with OST within 1 business day of receiving request. Due September 30, 2014

#### **Activity Target 7:**

Develop and implement a customer satisfaction survey and trend analysis tool for the APL onboarding process Due January 31, 2014

## **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, 2014

#### **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, 2014

#### **Activity Target 3:**

Forward all visa and passport applications for official travel within 1 day of receipt. Due September 30, 2014

#### **Activity Target 4:**

Develop international assignment notebook on KSN to provide overview of entitlements for employees transferring to and from international assignments. Due May 31, 2014

## **Core Activity: Logistical Support**

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

#### **Activity Target 1:**

Respond to APL managers and employees within 1 business day and provide accurate information about logistical issues. Due September 30, 2014

#### **Activity Target 2:**

Track and respond to logistical requests, issues, and complex logistical requirements to ensure the APL organization is operational and able to accomplish the APL mission. Due September 30, 2014

#### **Activity Target 3:**

Work collaboratively with ATO Shared Services to establish standardized processes for issuing, tracking, and disposing of accountable information technology equipment. Ensure that APL's accountable equipment is inventoried and input into the FAA's Automated Inventory Tracking System (AITS). Due September 30, 2014

#### **Activity Target 4:**

Remind APL managers and employees quarterly of the federal government's records management

responsibilities. Attend monthly FAA Records Management Officer meetings and report minutes to record custodians. Due September 30, 2014

**Activity Target 5:**

APL KSN (Share Point) improvement; work collaboratively with APL KSN (Share Point) Site Collection Administrators to establish governance policies and procedures for all APL owned and operated KSN sites Due September 30, 2014

## **Core Business Measure: Strategic Planning Support and Performance Management**

Provide successful Strategic Plan support and Performance Management, as measured by Administrator, Strategic Initiatives Group and Management Team satisfaction. Satisfaction will be gauged through a survey or individual interviews.

### **Core Business Initiative: Strategic Planning and Performance Management**

In addition to activities that support specific Strategic Plan initiatives, support strategic planning and management throughout the FAA and the Department of Transportation.

#### **Core Activity: Strategic Plan and Short Term Incentive (STI) Change Requests**

Coordinate the approval process of Strategic Plan and STI Change Requests for the agency as required.

**Activity Target 1:**

Non-budget related Change Requests shall be processed within processing guidelines. Due September 30, 2014

**Activity Target 2:**

Support budget related changes (post enactment of agency budget or year long continuing resolution and notification to LOBs and SOs of final numbers) with ABU Due September 30, 2014

#### **Core Activity: Enable/Support AOA priorities -- Planning and Performance Management**

Support and help coordinate planning and performance management work related to the Administrator's Priorities and Strategic Initiatives.

**Activity Target 1:**

Analyze final work products of Strategic Initiatives Group (SIG) and determine how to modify Business Plans and other performance management products and processes to support effort. Due September 30, 2014

**Activity Target 2:**

Develop and implement changes in Business

Plans and performance management products and processes to support SIG work. Due September 30, 2014

**Activity Target 3:**

Fully staff, support, and coordinate input to the SIG, Business and Executive Council Meetings as required. Due September 30, 2014

**Activity Target 4:**

Support SIG efforts to develop, implement, and document the Administrator's Priorities and/or FAA Strategic Plan, and for internal/external outreach as necessary. Due September 30, 2014

**Activity Target 5:**

Work with AHR to identify and apply Short Term Incentive (STI) criteria, evaluate all executives' proposed Short Term Incentive packages, and ensure their linkage to the Administrator's Priorities and/or FAA Strategic Plan. Develop the proposal for the Organizational Success Increase for FY and staff the Administrator in making his or her FY OSI determination. Due September 30, 2014

**Activity Target 6:**

Develop the proposal for the Organizational Success Increase (OSI) and Shared Short Term Incentives for FY14, ensure linkage to Administrator's priorities and/or FAA Strategic Plan, and publish the approved OSI measures. Due January 31, 2014

**Activity Target 7:**

Staff the Administrator's meetings and/or Business/Executive Councils as necessary for the FY14 OSI determination. Due September 30, 2014

### **Core Activity: DOT Strategic Plan**

Coordinate FAA input to Department of Transportation (DOT) Strategic Plan.

**Activity Target 1:**

Complete coordinated FAA inputs to DOT Strategic Plan, satisfying quality requirements on time. Due September 30, 2014

## **Core Business Initiative: Increase Performance Management Efficiency**

Identify areas of opportunity to consolidate reporting requests, minimizing the number of external requests from APO while still managing performance requirements.

### **Core Activity: Coordinate OMB and OST Quarterly Performance Request**

Report on Agency Priority Goals And performance measures for Deputy Secretary of Transportation (S2) review.

**Activity Target 1:**

Complete coordinated quarterly reporting for Agency Priority Goals, satisfying quality requirements on time. Due September 30, 2014

**Activity Target 2:**

Complete coordinated quarterly reporting for Deputy Secretary of Transportation (S2) review, satisfying quality requirements on time. Due September 30, 2014

### **Core Activity: Streamline LOB Reporting Requests**

Work within individual LOBs to determine opportunities for streamlining information requests and verification procedures.

**Activity Target 1:**

Identify opportunities to streamline information requests within the lines of businesses in order to minimize the number of data requests presented to organizations. Due January 31, 2014

**Activity Target 2:**

Implement streamlined approach for requesting performance reporting. Due September 30, 2014

### **Core Business Initiative: Communicate Agency Performance**

Publish and support performance documentation.

#### **Core Activity: Publish and Support Performance Documentation**

Publish and support performance documentation

**Activity Target 1:**

With support from AFN, publish Portfolio of Goals and develop other supporting performance documentation as necessary. Due September 30, 2014

**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, 2014

### **Core Business Initiative: Provide Staff Support to the Performance Committee**

Manage the Performance Committee in assisting the Agency's senior governance bodies with setting overall Agency performance measures, monitoring Agency performance, and resolving performance management issues.

#### **Core Activity: Staff the Performance Subcommittee**

Staff the Performance Committee to facilitate identification, discussion, and resolution of key performance management issues for the Agency.

**Activity Target 1:**

Develop and coordinate meeting agendas and identify necessary support materials. Due September 30, 2014

**Activity Target 2:**

Develop and/or coordinate issue papers and other supporting materials for meetings of the Performance Committee. Due September 30, 2014

**Activity Target 3:**

Manage all logistics arrangements for the Performance Committee as needed. Due September 30, 2014

### **Core Business Measure: APO Customer Outreach**

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

### **Core Business 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. The Management Advisory Council (MAC) provides general management and performance advice to the Administrator. The Air Traffic Services Committee (ATS) provides an advisory function focused on the Air Traffic Organization.

**Activity Target 1:**

Staff meetings of both the MAC and the ATS, or other advisory board, as directed by the FAA Administrator. This includes all aspects of meeting preparations, meeting conduct, and meeting follow-up. Due September 30, 2014

#### **Core Activity: FAA Stakeholder Database**

Manage a database of current FAA stakeholder information.

**Activity Target 1:**

Manage a database of FAA stakeholder information and update at least monthly to reflect personnel changes. Due September 30, 2014

### **Core Business 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.

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## **Core Business 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, 2014

#### **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, 2014

## **Core Business Measure: Policy Initiatives**

Implement and fund at least one major research initiative per year (if necessary and funding is available).

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## **Core Business 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**

Prepare, analyze, and monitor policy and legislative initiatives

#### **Activity Target 1:**

Monitor legislative proposals, develop and coordinate responses internally and externally as needed, recommend actions according to specified deadlines. Due September 30, 2014

#### **Activity Target 2:**

Identify changes to FAA mission that require legislative action; coordinate policy development and legislative proposals internally and externally as needed. Due September 30, 2014

## **Core Activity: Identify Cross-cutting NextGen policy issues**

Identify work to resolve and make recommendations on new and cross-cutting policy issues arising from NextGen plans.

#### **Activity Target 1:**

Coordinate identification and resolution of NextGen policy issues across the agency with JPDO and with the aviation community. Develop policy recommendations as needed. Due September 30, 2014

#### **Activity Target 2:**

Conduct outreach to broad community of stakeholders as appropriate to explore and develop innovative financing approaches and/or operational incentives to accelerate NextGen. Due September 30, 2014

#### **Activity Target 3:**

Develop policy, orders, regulations, or legislation associated with NextGen equipage as needed. Due September 30, 2014

## **Core Business Initiative: Legislative Proposal for Reauthorization**

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

### **Core Activity: APL FAA Reauthorization Development 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 that support implementation of the Administrator's longer-term strategic initiatives, coordinating internally and externally as needed. Provide analysis and technical assistance on Congressional legislative proposals as needed. Due September 30, 2014

#### **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, 2014

### **Core Activity: APL FAA Reauthorization (Environment)**

Implement legislation as necessary for FAA's reauthorization.

#### **Activity Target 1:**

Complete agency review of NAC recommendation on Sec. 213(c)(2) categorical exclusion and respond to the NAC. Due February 28, 2014

#### **Activity Target 2:**

Develop aviation environmental and energy proposals for next FAA reauthorization. Due July 31, 2014

### **Core Activity: KEY STI Metric: Prepare, analyze, and monitor policy and legislative initiatives**

Develop, research, analyze and recommend policy and funding initiatives for civil aviation and commercial space transportation for next Reauthorization cycle. Working with FAA lines of business, develop proposals that support implementation of the FAA's strategic initiatives.

#### **Activity Target 1:**

Draft proposal that supports implementation of the FAA's strategic initiatives. Due September 30, 2014

### **Core Business 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, 2014

### **Core Business Measure: Policy Office Quality Management**

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

#### **Core Business Initiative: Policy Office Quality Management**

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

### **Core Activity: Execute quality management processes throughout the Office of Aviation Policy and Plans**

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

#### **Activity Target 1:**

Conduct two audits to measure compliance against ISO policies and procedures. Due September 30, 2014

#### **Activity Target 2:**

Implement changes as needed to address audit findings. Due September 30, 2014

### **Core Business Measure: EEO/Diversity and Inclusion Action Committee**

In collaboration with the LOBs/SOs, ACR will identify recommendations and strategies regarding EEO and diversity efforts within the FAA workplace. Each LOB/SO will analyze and present demographic data at the EEO Action Committee and conduct a self-assessment in compliance with the MD-715.

#### **Core Business Initiative: EEO/Diversity and Inclusion Action Committee**

In collaboration with the LOB/SOs, ACR will identify recommendations and strategies regarding EEO and diversity efforts within the FAA workplace. Each LOB/SO will analyze and present demographic data at the EEO Action Committee; conduct a self-assessment in compliance with the MD-715; and assist with implementing or revising evaluation methods for the managers EEO performance standard.

#### **Core Activity: EEO/Diversity and Inclusion Action Committee**

Each LOB/SO will analyze and present demographic data at the EEO Action Committee; conduct a self-assessment in compliance with the MD-715; and assist with implementing or revising evaluation methods for the managers EEO performance standard.

#### **Activity Target 1:**

Conduct an internal MD 715 self-assessment (Part G Checklist) as required by EEOC. Due October 15, 2013

#### **Activity Target 2:**

Analyze and present demographic data in comparison to the civilian labor force statistics, to the EEO Action Committee and identify strategies and actions for improving groups with lower than expected participation rates. Due December 31, 2013

**Activity Target 3:**

Support agency efforts to implement and/or revise evaluation methods to the managers EEO performance standard. Due December 31, 2013

**Core Business Measure: Business Planning**

Percentage of Business Planning customers completing the year end survey rating Business Planning support as "good" or "excellent". FY14 Target: (85%)

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**Core Business 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, 2013

**Activity Target 2:**

If required, manage new release of Business Plan Builder Due September 30, 2014

**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 FY16 Business Plans as input to the FY16 budget formulation. Due May 30, 2014

**Activity Target 2:**

Manage finalizing of FY15 Business Plans. Due September 30, 2014

**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, 2014

**Core Business Measure: Internal Efficiencies**

Review and coordinate acquisition and budget distributions within APO for efficiencies.

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**Core Business Initiative: Acquisition Council to APO/APL Organizations**

Provide advice, analysis, and counsel to APL/APO on contracting issues.

**Core Activity: Contracting Counsel**

Provide a review of all contract actions within APO.

**Activity Target 1:**

Research and analyze contract requirements to identify duplications. Due September 30, 2014

**Activity Target 2:**

Coordinate with other FAA offices for possible areas of contract consolidation. Due September 30, 2014

**Core Business Initiative: Policy Initiatives**

Provide analysis and review of internal contract requirements. Review requirements for potential budget savings. Research other contract methods to fulfill requirements.

**Core Activity: Policy Review**

Review acquisition policy for potential contract method savings.

**Activity Target 1:**

Provide recommendations to APO management on contract methods and terms. Due September 30, 2014

**Activity Target 2:**

Review internal contracts for possible consolidation internally and externally (other lines of business). Due September 30, 2014

**Activity Target 3:**

Review contract requirements for continued needs. Due July 31, 2014

**Core Business Measure: Alternative Dispute Resolution (ADR)**

ACR, in coordination with the LOBs/SOs, will ensure that 60% of all managers engage in mediation when requested by employees.

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**Core Business Initiative: Alternative Dispute Resolution (ADR)**

LOB/SOs will ensure that 60% of all managers engage in mediation when requested by employees.

**Core Activity: Alternative Dispute Resolution (ADR)**

LOB/SOs will ensure that 60% of all managers engage in mediation when requested by employees.

**Activity Target 1:**

Ensure that 60% of all managers engage in mediation when requested by employees. Due

## **Core Business Measure: Efficiency and Productivity Improvement**

Develop APO workforce strategy and make more effective use of information management tools to meet current and evolving work program needs.

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### **Core Business Initiative: Efficiency and Productivity Improvement**

Develop APO workforce strategy and make more effective use of information management tools to meet current and evolving work program needs.

#### **Core Activity: Develop, Address and Implement Workforce Strategies to Improve Efficiency**

Develop APO workforce strategy and make more effective use of information management tools to meet current and evolving work program needs

##### **Activity Target 1:**

Project FY14-15 APO work program under different scenarios. Due January 31, 2014

##### **Activity Target 2:**

Identify potential gaps in APO workforce to meet FY14-15 needs. Due March 30, 2014

##### **Activity Target 3:**

Develop and start implementing plan to address current gaps in workforce needs. Due June 15, 2014

##### **Activity Target 4:**

Develop and start implementing plan to address potential future gaps in workforce needs. Due September 30, 2014

##### **Activity Target 5:**

Participate in and support APL Knowledge Sharing Network (KSN) coordination efforts. Due September 30, 2014

##### **Activity Target 6:**

Assess applicability of ISO standards to APO information management tools. Due September 30, 2014

##### **Activity Target 7:**

Develop guidance for and implement APO use of KSN and share drives. Due September 30, 2014