



**Federal Aviation
Administration**

Air Traffic Organization

Fiscal Year 2016 Business Plan



FY2016 ATO Business Plan

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Aviation is essential to our way of life and is a driving force in our economy. Entire industries rely on the successful operation of the national airspace system. Civil aviation accounts for nearly 12 million jobs and is responsible for 5.4 percent of our gross domestic product.

The Air Traffic Organization (ATO) is the operational arm of the FAA. The ATO provides safe, secure, and efficient management for the National Airspace System and international airspace assigned to U.S. control. ATO controls more than 5 million square miles of airspace in the U.S. and more than 24 million square miles over oceans.

The ATO is responsible for Airport Traffic Control Towers (Federal and Contract), Terminal Radar Approach Control facilities, Air Route Traffic Control Centers, and Combined Center Radar Approach Control facilities to guide aircraft through their various phases of flight. Our stakeholders are commercial and private aviation and the military. Our employees are the service providers - the 35,000 controllers, technicians, engineers and support personnel whose daily efforts keep aircraft moving safely through the nation's skies.

The ATO Service Units are led by a Chief Operating Officer and a Deputy Chief Operating Officer. The ATO leadership includes seven vice presidents who oversee Air Traffic Services, Management Services, Mission Support Services, Program Management Organization, Safety and Technical Training Services, Systems Operations Services, and Technical Operations Services.

The ATO supports the Administrator's four strategic priorities to make aviation safer and smarter; deliver benefits through technology and infrastructure; enhance global leadership; and empower and innovate with the FAA's people.

This Business Plan reflects the specific actions and commitments we are taking in Fiscal Year 2016 to follow those focus areas. Each year, our Business Plan maps out the specific activities and commitments for that year. In 2016 and beyond, our ATO Plan will build on our success, continue the strategic transformation we have begun, and accelerate our performance improvements.

Make Aviation Safer and Smarter

The aviation landscape has changed dramatically over the last decade, and several factors in particular are increasing the complexity of the industry and introducing different types of safety risk into the aerospace system. These factors include new aerospace designs and

technologies (e.g., Unmanned Aircraft Systems (UAS)) and fiscal constraints that compel the ATO to utilize resources more effectively and ensure resources are directed at areas with the highest safety risk. Because commercial aviation accidents are becoming rare occurrences, the FAA needs to identify and mitigate precursors to accidents (i.e., safety risk) to manage aviation safety.

In the face of growing complexity throughout the industry, this initiative aims to make the safest and most efficient aerospace system in the world even safer and more efficient.

The U.S. air traffic system is experiencing the safest period in its history. This is the result of the ATO's robust safety culture. With the implementation of its proactive Safety Management System, the ATO is now able to identify precursors of risk before there is a safety problem. In the ATO, we implement proactive safety management by:

- Encouraging input from frontline employees.
- Deploying technology to gather data and enhance education.
- Improving analysis to assess performance.
- Embracing correction, through education, training and implementation, to mitigate risk.

The ATO issues a Top 5 quantifiable list of hazards that contribute to the highest risk in the national airspace system. The Top 5 is the culmination of the ATO's proactive safety management activities - valuing input from the frontline employees, deploying technology to gather data, improving analysis to identify risk and embracing correction to mitigate risk.

The Top 5 sets annual priorities that enable the ATO to focus on the most pressing areas of risk. That's what the Safety Management System is all about: finding hazards/issues and addressing them to improve safety. The ATO continues to demonstrate the success of the Top 5 by monitoring the corrective actions made to previous Top 5 lists for two years. During this critical part of the SMS feedback loop, the ATO ensures corrections properly mitigate risks and address activities that do not.

Through the Safety Roundtable the ATO advances safety initiatives to enable NextGen capabilities by coordinating and collaboratively agreeing on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

ATO supports the FAA's Strategic Initiative on Risk-Based Decision Making to build on safety management principles

to proactively address emerging safety risk by using consistent, data-informed approaches to make smarter, system-level, risk-based decisions.

Strategic Objective: Risk-Based Decision Making

Build on safety management principles to proactively address emerging safety risk by using consistent, data-informed approaches to make smarter, system-level, risk-based decisions.

Strategic Initiative: Standardization, Access, and Integration

Improve standardization, data access, & modeling integration.

Strategic Activity: Common Data Taxonomies

Establish common data taxonomies to be used consistently across the FAA, with industry, and internationally.

Activity Target 1:

Develop draft second tier of the FAA Hazard Taxonomy and submit to the FAA SMS Committee for approval. Due September 30, 2016

Strategic Activity: Data Access and Retrieval

Obtain greater access to sources of data and improve the ability to share data both internally and external to FAA.

Activity Target 1:

Create a centralized portal for all RBDM data source information and provide access for 10 core safety data sources. These core data sources will be considered trusted for authorized use. Due September 30, 2016

Strategic Activity: Hazard Tracking Tool

Establish an agency-wide tool to track hazards and mitigation outcomes.

Activity Target 1:

Update the Hazard Identification Risk Management and Tracking (HIRMT) tool to accommodate LOB-specific data field requirements. Due September 30, 2016

Strategic Initiative: Decision Making Process

Enhance decision making processes.

Strategic Activity: FAA SMS Decision-Making and Governance Structure

Design and implement changes to the FAA SMS decision-making and governance structure including potential changes to the FAA SMS Executive Council roles and responsibilities.

Activity Target 1:

Update the FAA SMS Committee Charter and develop the FAA SMS Executive Council Charter to align with the Risk-Based Decision Making Strategic Initiative. Due April 30, 2016

Strategic Initiative: RBDM Transition of Safety Management

Evolve the Safety Oversight Model.

Strategic Activity: Safety Performance Management

Lead the agency effort to improve and manage SMS within AVS and FAA by including safety risk when making decisions.

Activity Target 1:

Deliver safety risk assessment report to the FAA SMS Committee on one FAA-level Significant Safety Issue (SSI). (Light Emitting Diodes (LED) Lighting in Aircraft Operations) Due September 30, 2016

Activity Target 2:

Deliver safety risk assessment report to the FAA SMS Committee on one FAA-level Planned NAS Change. (UAS Pathfinder - Focus Area: Beyond Visual Line of Sight in Rural/Isolated Areas) Due September 30, 2016

Internal Work Objective: 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. FY16 Target: 6.7

Internal Work Initiative: AJO/AJR-11, ATCSCC OPERATIONS GROUP

Executes the mission of the System Operations Group by directing the real-time management of the National Airspace System (NAS) to ensure safe and efficient use of available airspace, equipment and workforce resources. Responsible for planning, directing, implementing, overseeing, and continuously monitoring all programs related to air traffic control systems used

by the FAA at the Air Traffic Control System Command Center (ATCSCC) and throughout the United States. Oversees and manages the establishment of program directives, policies, standards, strategies, plans, quality assessments and management methods to support the operational requirements (current and future) of national and international flight operation. Partners with aviation stakeholders for the conduct of business through customer meetings. Identifies, develops, and implements delay mitigation strategies to ease congestion in the NAS. Oversees and manages the establishment of policies, standards and procedures covering air traffic flow management, airspace management, and aeronautical information management to support the safe, secure, and efficient use of navigable airspace. Reviews and evaluates facility automation and infrastructure to improve the NAS and ATCSCC facility performance.

Internal Work Activity: Provide safe and efficient integration of security operations and initiatives into the NAS

Provide safe, efficient and secure air traffic control and traffic management services to system stakeholders: In collaboration with Air Traffic Services (ATS), provide safe, efficient and secure air traffic control and traffic management services to system stakeholders. Provides safe, efficient and secure air traffic management services; balancing safety and security with capacity and demand throughout the NAS. Collaborates with domestic and foreign system stakeholders to plan and regulate the flow of air traffic to minimize delays and congestion while maximizing overall efficiency.

Activity Target 1:

In collaboration with Department of Defense (DoD) and Air Traffic Services (ATS) plan, coordinate, and obtain approval for Altitude Reservation (ALTRV) requests. Ensure ALTRV requests within the NAS are approved according to guidelines. Due September 30, 2016

Activity Target 2:

In collaboration with Department of Defense (DoD) and Air Traffic Services (ATS) plan, coordinate, and obtain approval for Open Skies mission requests. Ensure 100% of Open Skies missions will be in compliance with our international treaty. Due September 30, 2016

Internal Work Initiative: WAAS Phase IV Development (CIP# N12.01-07)

WAAS, a satellite based navigation technology, allows qualifying airports (ref. advisory circular 150/5300-14A. Table 3-4, 3-5 and Terminal Instrument Procedures (TERPS) 8260.58) in the NAS to have vertical and

horizontal guidance during all phases of a flight, regardless of weather conditions, without installing expensive legacy navigation hardware at each runway. WAAS uses a network of precisely located ground reference stations across the U.S., Canada & Mexico to monitor GPS satellite signals. This information is then collected and processed before being sent to user receivers via leased navigation transponders on Geostationary Earth Orbiting (GEO) satellites. The WAAS-provided messages improve the accuracy, availability, and safety of GPS-derived position information. WAAS results in safety and capacity improvements in the National Airspace System (NAS) and will reduce FAA operations costs by enabling the removal of some ground-based navigation infrastructure. WAAS is in a mixed life cycle. Phase IV, Dual Frequency will provide improved operational capability during periods of severe solar storm activity along with additional protection against interference to the GPS. The dual frequency upgrade will leverage improvements of the DoD GPS modernization program. WAAS was approved for a Final Investment Decision by the JRC on May 21, 2014 for Phase IV (2014-2044).

Internal Work Activity: GEO 5 Integration

Complete the integration of the Radio Frequency Uplink (RFU), Ground Uplink Station (GUS) and Signal Generator Subsystem (SGS) in support of GEO 5. This integration is required prior to integrating the GUS with the GEO satellite.

Activity Target 1:

Complete the integration of the Radio Frequency Uplink (RFU), Ground Uplink Station (GUS) and Signal Generator Subsystem (SGS) in support of GEO 5. Due September 30, 2016

Activity Target 2:

Complete G-III Receiver Installation at 25 WAAS Wide Area Reference Station (WRS) sites. Due September 30, 2016

Internal Work Initiative: Visual Nav aids - ALSIP Continuation - (N04.03-00)

The Approach Lighting System Improvement Program (ALSIP) improves approach lighting systems built before 1975. It upgrades the equipment to current standards and reduces the potential severity of take-off and landing accidents by replacing rigid structures with lightweight and low-impact resistant structures that collapse or break apart upon impact. The entire approach lighting system is replaced when non-frangible structures are replaced. The High Intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2) provides visual information on whether the pilot is aligned with the runway centerline, the aircraft's height

above the runway plane, roll guidance, and horizontal reference for Category II and III Precision Approaches. The Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) provides visual information on runway alignment, height perception, roll guidance, and horizontal references for Category I Precision Approaches. Relationship to Measure: The ALSIP replaces rigid approach lighting structures with lightweight and low-impact resistant structures that collapse or break apart upon impact. This reduces damage to aircraft that inadvertently descend below the minimum recommended altitudes and risk striking these structures during departure or landing. Reducing the impact and damage aircraft sustain when striking these lightweight and low-impact resistant structures contributes to FAA's performance metric of reducing air carrier fatalities by diminishing the probability of fatal accidents if these structures are hit.

Internal Work Activity: Procure Visual Nav aids - ALSIP Continuation

Procure Medium Intensity Approach Lightning (MALSR) Systems.

Activity Target 1:

Procure ten (10) Medium Intensity Approach Lighting Systems (MALSR). Due September 30, 2016

Internal Work Activity: Implement Visual Nav aids - ALSIP Continuation

Sustain Medium Intensity Approach Lightning (MALSR) Systems.

Activity Target 1:

Attain service availability for one (1) Medium Intensity Approach Lighting Systems (MALSR). Due September 30, 2016

Internal Work Initiative: Visual Nav aids - Visual Nav aids for New Qualifiers - (N04.01-00)

This program supports the procurement, installation, and commissioning of Precision Approach Path Indicator (PAPI) systems and Runway End Identification Light (REIL) systems. A PAPI provides visual approach glide slope information to pilots and enables them to make a stabilized descent with a safe margin of approach clearance over obstructions. The PAPI consists of four lamp housing assemblies arranged perpendicular to the edge of the runway. The PAPI projects a pattern of red and white lights along the desired glide slope so a pilot can tell whether they are on the glide slope and how to correct their glide slope if they above or below it. A REIL is a visual aid that provides the pilot with a rapid and positive identification

of the approach end of a runway. The REIL system consists of two simultaneously flashing white lights, one on each side of the runway landing threshold. The implementation of PAPI systems satisfies Commercial Aviation Safety Team (CAST) recommendations and Land and Hold Short Operations (LAHSO) requirements. * The FAA plans to implement the 170 highest priority CAST PAPI installations. This number would cover 80% of commercial airline operations. * LAHSO is an air traffic control tool used to increase airport capacity by allowing simultaneous approaches on intersecting runways. PAPI systems are required when runways are approved for LAHSO. Relationship to Measure: Installing PAPI lights at both CAST and non-CAST locations enhances system safety by reducing the probability of a Controlled Flight into Terrain accident during approach and landing. Installing the REIL system reduces accidents because the system clearly identifies the runway end to the pilot.

Internal Work Activity: Procure and attain availability for Precision Approach Path Indicators (PAPIs) Systems

Procure Precision Approach Path Indicators (PAPIs) Systems.

Activity Target 1:

Procure five (5) Precision Approach Path Indicator (PAPI) systems. Due June 30, 2016

Internal Work Activity: Implement Visual Nav aids for New Qualifiers

Establish Commercial Aviation Safety Team (CAST)/New Establish Precision Approach Path Indicator (PAPI) Systems.

Activity Target 1:

Attain service availability for five (5) CAST/New Establish Precision Approach Path Indicator (PAPI) Systems. Due September 30, 2016

Internal Work Initiative: WSDS Work Package 1 - Assure NAS Wind Shear / Microburst Alert Providers Smoothly Transition into NextGen Era (W05.03-01)

Rapidly updating terminal weather observations leading to Wind Shear / Microburst detections and alerts are provided to NAS controllers by terminal weather radars and automated wind shear detection systems. Over one hundred legacy, automated wind shear detection providers at heavy air traffic volume air terminals continuously stream rapid observations, machine-to-machine, into NAS and NextGen Weather Processing Systems, Displays and NextGen User Decision Support

Tools. NextGen may plan alternatives to eventually replace wind shear / microburst alert providers, yet budget and program changes to the replacements often leave indefinite, the remaining service life of legacy wind shear systems, subject to significant extensions. This initiative ensures no gaps in legacy wind shear services throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: TDWR, and the WSDS portfolio (ASR-WSP, LLWAS-NE, LLWAS-RS) in total provide four wind shear detection programs that contribute to the 2015 Strategic measure by ensuring sustained service of automated wind shear / microburst detection by over one hundred automated terminal wind shear detection systems in service to nearly 90% of all commercial Part 121 flights on approach and during landing in the United States each day.

Internal Work Activity: Wind Shear Detection Service (WSDS) - Work Package 1

Wind Shear Detection Service (WSDS) Work Package (WP) 1 addresses obsolescence and supportability issues plaguing Low Level Wind Shear Alerting System (LLWAS), Wind Measuring Equipment (WME), and Weather Systems Processor (WSP). The LLWAS/WME SLEP will replace several WME remote and master stations containing obsolete and unsupported components, replace several damaged and sheltered wind sensor poles, replenish LLWAS ribbon displays, replace older broadband radios, and replenish stock levels of the ultrasonic wind sensors. The WSP Tech Refresh portion of the program will replace a critical component vital to maintaining wind shear detection service at 34 operational WSP locations and 4 support locations. The Radar Video Processor (RVP) 700 currently installed in the WSP will be upgraded to the newer RVP 900 series since the current version is no longer supported by the vendor, and failing at an alarming rate.

Activity Target 1:

Complete 1st Weather Systems Processor (WSP) Site Tech Refresh (includes upgrade RVP). Due September 30, 2016

Internal Work Initiative: LPV Procedures (CIP# N12.01-07)

Ensure Localizer Performance with Vertical Guidance (LPV) or Localizer Performance (LP) procedures are available at each of the 5,218 runways in the NAS that meet the applicable criteria by 2016.

Internal Work Activity: Wide Area Augmentation System (WAAS) Approaches Development

Ensure Localizer Performance with Vertical Guidance (LPV) or Localizer Performance (LP) procedures are available at each of the 5,218 runways in the NAS that meet applicable criteria by 2016.

Activity Target 1:

Provide funding to AJV-5 and AJW-3 for 80 WAAS LPV/LP procedures. Due January 31 2016 or 60 days after receipt of funds under a continuing resolution. Due January 31, 2016

Activity Target 2:

Develop and publish 80 WAAS LPV/LP approach procedures. Due September 30, 2016

Internal Work Activity: Flight Inspection Support of WAAS LPV Procedures

Flight validation of newly developed LPV or LP instrument flight procedures.

Activity Target 1:

Provide FY2016 flight inspection support to the Wide Area Augmentation System (WAAS) program. Flight Inspection Services will complete 100% of all funded procedures submitted by Aeronautical Information Services (AJV-5) for inspection/validation by August 12, 2013. Due September 20, 2016

Internal Work Activity: Develop and publish Wide Area Augmentation System (WAAS)

Develop and publish Wide Area Augmentation System (WAAS) approaches.

Activity Target 1:

Aeronautical Information Services will design develop and publish funded/requested number of WAAS LPV/LP procedures. Due September 30, 2016

Internal Work Initiative: ATO Litigation Group (AJI-1700)

Reduce the number of aviation accidents through collection, dissemination, and aggressive management of National Airspace Systems Information. The Litigation Support Office provides discovery production and Air Traffic evidence in a legally admissible format to Government Attorneys defending the United States in Federal Court.

Internal Work Activity: Aircraft Accident Litigation

The ATO Litigation Group assists the FAA's Office of Chief Counsel in litigation against the FAA where Air Traffic services were provided.

Activity Target 1:

Develop a training syllabus for SATORI to be incorporated into Litigation Support Standard Operating Procedure (SOP). Due March 31, 2016

Activity Target 2:

Upgrade the SATORI systems to reflect unique requirements of each type facility (Terminal / En Route) and the ability to add displayed weather. Due September 30, 2016

Activity Target 3:

The ATO Litigation Group will provide monthly reports to the Service Centers on the status of packages as well as Service Center on-time performance. This will establish a baseline of performance to be used as a measure for future improvements. Due within five business days of close of preceding month. Interim reports due March 31, 2016. Due September 30, 2016

Activity Target 4:

Develop trend analysis data to support quarterly briefings with the three service centers via telecom/VTC and/or on site visits on current litigation issues and closed litigation cases. Interim due date of March 31, 2016. Due September 30, 2016

Internal Work Activity: JO 8020.16 Air Traffic Organization Aircraft Accident and Incident Notification, Investigation and Reporting

Update policies, to be placed in Joint Order 8020.16B according to Federal Rules of Civil Procedure evidence mandates, as necessary.

Activity Target 1:

Develop outreach materials to brief changes of the JO 8020.16B with Service Centers, large Terminal Radar Approach Control Facilities (TRACONS) and all Air Route Traffic Control Center (ARTCCs). Due March 31, 2016

Activity Target 2:

Deliver briefings and workshops regarding changes to the 8020.16B with Service Centers, large TRACONS and all ARTCCs. Due September 30, 2016

Internal Work Activity: Enforcement

The ATO Litigation Group assists the FAA's Office of the Chief Counsel's (AGC) Enforcement Division and Regional Counsel Offices on pilot enforcement matters requiring Air Traffic Control (ATC) expertise. Report on enforcement support activities due quarterly within 5 days of the close of the quarter.

Activity Target 1:

Develop analysis and trends report for use during quarterly review of enforcement cases and monitoring FAA's success rate in achieving appropriate penalties to ensure future aviation safety. Due December 31, 2015

Activity Target 2:

Develop modification for the Accident Package Generator (APG) to allow the program to create a stand-alone transcript generator for other requirements besides aircraft accidents. Fully functional stand-alone transcript generator. Due July 31, 2016

Activity Target 3:

Report quarterly to the Officers Group (OG) and ATO Business Units via Senior Safety Briefings the results of the review of enforcement cases and the FAA's success rate in achieving appropriate penalties. Due September 30, 2016

Internal Work Initiative: NAS Voice Recorder Program (NVRP)

The NAS Voice Recorder Program (NVRP) will replace digital voice recorders to comply with new requirements in the Air Traffic Organization (ATO) safety orders. These orders now require risk based monitoring of air traffic operational safety events which was not in effect when the Voice Recorder Replacement Program (VRRP) Digital Audio Legal Recorder (DALR) was implemented. NVRP will reduce operational costs, meet increasing demand for improved access to audio data, and provide more expeditious remote audio access. These new recorders will also provide capabilities such as: increased recording capacity, recording of Voice over Intranet Protocol (VoIP) telephones, and connectivity to FAA Telecommunications Infrastructure (FTI)'s enterprise Network Time Protocol (NTP). Voice recorders provide the legally accepted recording capability for conversations between air traffic controllers, pilots, and ground-based air traffic facilities, and are used in all ATC facilities. These recordings are used in the investigation of accidents and incidents and also in the routine evaluation of ATC operations. As the voice recorder technology and voice recorder requirements have evolved, earlier digital voice recorders are experiencing obsolescence and supportability issues. Currently, there are 482 recorders

operational in ATC facilities. The operational life cycle of the currently fielded voice recorder system is 10 years, and existing systems will begin to reach end of service life starting in 2017. A Final Investment Decision (FID) is planned for 2018.

Internal Work Activity: NAS Voice Recorder Program (NVRP)

Develop NAS Voice Recorder Program (NVRP).

Activity Target 1:

Develop Initial Investment Analysis Plan for NAS Voice Recorder Program (NVRP). Due September 30, 2016

Internal Work Initiative: TDWR/SLEP Work Package Phase 2 (W03.03-02)

Rapidly updating terminal weather observations leading to Wind Shear / Microburst detections and alerts are provided to NAS controllers by terminal weather radars and automated wind shear detection systems. Over one hundred legacy, automated wind shear detection providers at heavy air traffic volume air terminals continuously stream rapid observations, machine-to-machine, into NAS and NextGen Weather Processing Systems, Displays and NextGen User Decision Support Tools. NextGen may plan alternatives to eventually replace wind shear / microburst alert providers, yet budget and program changes to the replacements often leave indefinite, the remaining service life of legacy wind shear systems, subject to significant extensions. This initiative ensures no gaps in legacy wind shear services throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: TDWR, and the WSDS portfolio (ASR-WSP, LLWAS-NE, LLWAS-RS) in total provide four wind shear detection programs that contribute to the 2015 Strategic measure by ensuring sustained service of automated wind shear / microburst detection by over one hundred automated terminal wind shear detection systems in service to nearly 90% of all commercial Part 121 flights on approach and during landing in the United States each day.

Internal Work Activity: TDWR/SLEP Package Phase 2 (W03.03-02)

Terminal Doppler Weather Radar (TDWR) Service Life Extension Program (SLEP) Work Package 2 will maintain the TDWR service availability requirements as identified in NAS Requirements Document, NAS-RD-2013. Though it is anticipated that the TDWR will be replaced by NextGen Surveillance and Weather Radar Capability (NSWRC), the TDWR must be properly maintained until the 2030 timeframe. TDWR SLEP Work Package 2 will address high failure rates, and obsolescence issues with antenna

controllers, circuit boards, transmitter components, workstations, servers, routers, and facility grounding.

Activity Target 1:

Submit all FID artifacts to the JRC Secretariat. Due December 31, 2015

Internal Work Initiative: AIM Segment 2 - (G05A.02-05)

The AIM Modernization program will provide aviation users with digital aeronautical information that conforms to international standards and supports Next Generation Air Transportation System (NextGen) objectives.

Internal Work Activity: AIM Modernization Segment 2 - (G05A.02-05)

Development and release of the AIMM S2 capability.

Activity Target 1:

Complete ACS Infrastructure Platform (Hardware) Installation and Integration. Due October 30, 2015

Activity Target 2:

Complete Release 1 Operational Test & Evaluation. Due November 30, 2015

Activity Target 3:

Complete Detailed Design Review (DDR) for AIMM S2 Release 2. Due January 31, 2016

Activity Target 4:

Achieve IOC for AIMM S2 Release 1. Due January 31, 2016

Activity Target 5:

Receive AIMM S2 In-Service Decision (ISD). Due February 29, 2016

Internal Work Initiative: TDWR/SLEP Work Package Phase 1 (W03.03-01)

Rapidly updating terminal weather observations leading to Wind Shear / Microburst detections and alerts are provided to NAS controllers by terminal weather radars and automated wind shear detection systems. Over one hundred legacy, automated wind shear detection providers at heavy air traffic volume air terminals continuously stream rapid observations, machine-to-machine, into NAS and NextGen Weather Processing Systems, Displays and NextGen User Decision Support Tools. NextGen may plan alternatives to eventually replace wind shear / microburst alert providers, yet budget and program changes to the replacements often leave indefinite, the remaining service life of legacy wind shear systems, subject to significant extensions. This initiative ensures no gaps in legacy wind shear services

throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: TDWR, and the WSDS portfolio (ASR-WSP, LLWAS-NE, LLWAS-RS) in total provide four wind shear detection programs that contribute to the 2015 Strategic measure by ensuring sustained service of automated wind shear / microburst detection by over one hundred automated terminal wind shear detection systems in service to nearly 90% of all commercial Part 121 flights on approach and during landing in the United States each day.

Internal Work Activity: TDWR Service Life Extension Work Package 1 - (W03.03-01)

Terminal Doppler Weather Radar (TDWR) Service Life Extension Program (SLEP) Work Package 2 will maintain the TDWR service availability requirements as identified in NAS Requirements Document, NAS-RD-2013. Though it is anticipated that the TDWR will be replaced by NextGen Surveillance and Weather Radar Capability (NSWRC), the TDWR must be properly maintained until the 2030 timeframe. TDWR SLEP Work Package 2 will address high failure rates, and obsolescence issues with antenna controllers, circuit boards, transmitter components, workstations, servers, routers, and facility grounding.

Activity Target 1:

Radar Products Generator (RPG) Computer Tech Refresh: Complete acquisition and implementation of mod kits. Due July 31, 2016

Activity Target 2:

Release the System Support Modification (SSM) for the Radar Product Generator (RPG). Due July 31, 2016

Internal Work Objective: General Aviation Fatal Accident Rate

Reduce the general aviation fatal accident rate to no more than one (1) fatal accident per 100,000 flight hours by 2018. FY16 Target: 1.02

Internal Work Initiative: AJO/AJR-B5 Finance and Planning

Provide financial planning and management for all AJR-B programs and contracts.

Internal Work Activity: Coordinate development and management of program budgets and spend plans

Maintain an effective program to monitor cost and expenditures in accordance with approved spend

plans, and with coordination with Flight Services managers and program leads.

Activity Target 1:

Provide weekly reports identifying the status of funding allocations, commitments, and obligations for each program. Due September 30, 2016

Internal Work Initiative: AJO/AJR-B2 FS in Service Program Mgt: Maintain effective programs and contracts to support the delivery of flight services

Manage cost, schedule, and technical aspects of the automated flight service station (AFSS), Operational and Supportability Implementation System (OASIS), and Direct User Access Terminal System (DUATS) programs in accordance with contract requirements. Coordinate requirements and assist with development and review of existing contract and/or follow-on contract acquisition documentation.

Internal Work Activity: Maintain effective programs and contracts to support the delivery of flight services

Manage costs, schedule, and technical aspects of the automated flight service station (AFSS), Operational and Supportability Implementation System (OASIS), and Direct User Access Terminal Service (DUATS) programs in accordance with contract requirements. Coordinate requirements and assist with development and review of existing contract and/or follow-on contract acquisition documentation.

Activity Target 1:

Manage, review and approve contract data deliverables in accordance with contract due dates for each program. Due September 30, 2016

Activity Target 2:

Coordinate with and assist the Program Management Office (PMO), AJM-335, with development and review of Screening Information Request documentation for the AFSS follow-on contract. Due September 30, 2016

Internal Work Activity: Alaska Flight Service Facility Modernization (AFSFM), F05.04-02

Modernize or replace the 17 Flight Service facilities in Alaska to ensure security, safety and continuity of operations.

Activity Target 1:

Develop and submit updates to the Alaska Flight Service Facility Modernization (AFSFM) Capital

Investment Program (CIP) documentation, Resource Planning Document, and budget justification "White Paper" in accordance with established due dates. Due September 30, 2016

Internal Work Initiative: AJO/AJR-B1 SAFETY & OPERATIONS POLICY GROUP

Set operational policy and requirements for Flight Services; participate in establishment and execution of strategic activities for Flight Services; manage the Safety Management System (SMS) for Flight Services; conduct safety risk analysis of new requirements and requirement changes; address the operational concerns of our internal and external customers.

Internal Work Activity: Flight Services Safety Assurance

Monitor and maintain a high quality of service to our customers. Maintain an aggressive Quality Assurance program to monitor flight service performance addressing the reduction of operational deficiencies in all areas.

Activity Target 1:

Conduct External Compliance Verifications at two contract operated Flight Service Stations and one FAA operated Flight Service Station. Due September 30, 2016

Activity Target 2:

Maintain and administer weather examinations required for pilot briefing certification. During the current fiscal year, perform 80% within 15 days of receiving request. Due September 30, 2016

Activity Target 3:

Complete review and respond to safety recommendations (i.e., NTSB, FSDO) within 30 days of receipt. Due September 30, 2016

Internal Work Initiative: AJO/AJR-B6 Quality Performance Management Group

Maintain an effective performance monitoring and evaluation program of the quality of service provided to aviation customers in the conterminous United States, Puerto Rico, Hawaii, and Alaska by flight service specialists.

Internal Work Activity: Quality Performance Evaluation

Provide oversight, quality assurance and quality control of the flight service contract - current and future.

Activity Target 1:

Conduct site inspection at each of the Service Providers (SP) operational facilities for the purpose of validating the performance measures reported in contract data requirements list (CDRL) 005. Due September 30, 2016

Activity Target 2:

Complete validation of monthly performance no later than the 5th business day of the month following the month that the data was submitted by the Service Provider (SP). Provide validated quarterly performance data to the Contracting Officer Representative (COR) no later than the last day of the 2nd month following the scoring month. Due September 30, 2016

Internal Work Initiative: AJO/AJR-BAL ALASKA FLIGHT SERVICE INFO AREA GROUP

Maintain operational oversight of the safety-oriented services delivered to aviation community. Focus on operations, long term planning, rotational staffing, quality assurance and control, NAS implementation support. Coordinate with external stakeholders including other government agencies and the military. Handle labor management and personnel issues.

Internal Work Activity: Alaska Flight Services Safety-related Outreach

Reduce aviation accidents in Alaska through educational and outreach programs.

Activity Target 1:

Conduct Flight Services safety-related outreach activities. Participate in FAA and stakeholder sponsored events, conduct safety outreach presentations, and make a minimum of 750 individual safety outreach contacts. Due September 30, 2016

Internal Work Activity: Alaska Flight Services Quality Operations

Maintain quality operations in Alaska through quality assurance/quality control (QA/QC) oversight.

Activity Target 1:

Monitor and maintain flight service operations in Alaska. Discuss monthly Alaska quality assurance issues and solutions with Alaska Air Traffic Managers and Quality Assurance staff. Due September 30, 2016

Activity Target 2:

Conduct a minimum of five External Compliance Verifications of Flight Services facilities in accordance with applicable FAA quality assurance/quality control orders. Report compliance scores in following monthly report. Due September 30, 2016

errors generated by OEG processing. Due September 30, 2016

Internal Work Initiative: AJO/AJV-15 OBSTRUCTION EVALUATION GROUP (WA21200000)

The Obstruction Evaluation Group (OEG) evaluates notices of proposed or actual construction to determine the extent of any adverse impact on the safe and efficient use of airspace, facilities, or equipment.

Internal Work Activity: Maintain processes to manage Obstruction Evaluation Cases

Conduct aeronautical studies on proposed or actual construction to determine the extent of any adverse impact on the safe and efficient use of airspace, facilities, or equipment IAW 49 USC § 44718 and 14 CFR Part 77.

Activity Target 1:

Maintain our current International Organization for Standardization (ISO) 9001 certification. Due September 30, 2016

Activity Target 2:

Achieve at least a 70% rating on all Quality Management System objectives related to 14 CFR Part 77 evaluations on non wind turbine cases. Specifically, validate (verify) filings that are deemed valid within three (3) business days. Due September 30, 2016

Activity Target 3:

Achieve at least a 70% rating on all QMS objectives related to 14 CFR Part 77 evaluations on Wind Turbine Cases specifically, validate (verify) newly received filings that are deemed valid within 15 business days. Due September 30, 2016

Activity Target 4:

Conduct annual refresher training for OE personnel to ensure Specialist and Technicians have the most accurate and updated information related to OE evaluations. Due September 30, 2016

Activity Target 5:

Ensure no more than 10% of petitions are due to

Internal Work Initiative: System Approach for Safety Oversight (SASO)

The SASO Program aligns national system safety standards with International Civil Aviation Organization (ICAO) Safety Management System (SMS) components and internal FAA directives. The program is divided into three stages. SASO Phase I applied SASO standards to all Code of Federal Regulations (14 CFR Part 121) air carrier regulations and demonstrated the benefits of system safety to Flight Standards Service (AFS) and the aviation community. SASO Phase II develops and implements automation software, processes and procedures that enable the AFS workforce to perform their safety/regulatory oversight responsibilities in accordance with SMS guidance and directives. SASO Phase II is divided into two segments: Alpha and Beta. SASO Phase II Alpha is the first segment and covers the years FY 2010 through FY 2015. In this segment the AFS Safety Assurance System (SAS) is implemented fulfilling one of four components of SMS. The SAS functionality developed and launched in this phase will support AFS oversight of the 14 CFR Parts 121 (air carriers), 135 (commuter and on-demand operators) and 145 (repair stations). SASO Phase II Beta is the second segment and covers FY 2014 through FY 2018. During this phase the remaining three components of the AFSs SMS (safety risk management, safety policy, and safety promotion) will be developed and implemented. Additionally, SAS functionality is further developed to accommodate the remaining 14 CFR Parts regulated by AFS. These include, but are not limited to, other air operators, pilot schools and training centers, aviation maintenance technical schools, other certificated operations such as helicopter external load, and agriculture/crop dusting.

Internal Work Activity: Deploy System Approach for Safety Oversight (SASO)

System Approach for Safety Oversight (SASO) deployment to last production site and prepare for Functional Release 1.

Activity Target 1:

SAS Last Production site initial operational capability (IOC). Due January 31, 2016

Activity Target 2:

Complete the "To Be" Process Map for Functional Release 1, Activity Recording Work Stream. Due September 30, 2016

Internal Work Initiative: Aerospace Medicine Safety Information System (AMSIS)

The Office of Aerospace Medicine (AAM) is responsible for: the medical certification of airmen; the medical clearance of air traffic control specialists; oversight of aviation industry drug and alcohol testing programs; designation, training and oversight of aviation medical examiners; FAA employee substance abuse testing; airmen aviation physiology and survival training and education; the FAA Employee Health Awareness Program; and aerospace medicine and human factors research. These programs are carried out by AAM at FAA Headquarters, the Civil Aerospace Medical Institute, in the regional Aerospace Medicine divisions and at the three Industry Drug Abatement Compliance and Enforcement Centers. AAM has designed, developed and implemented information systems to efficiently process and manage safety, health and research information collected by FAA's regulatory programs. However, to ensure that these systems are maintained and kept up-to-date and/or replaced as necessary, lifecycle funding is needed. AAM requires future systems funding to re-engineer AAM safety program business processes; design and develop new information systems architecture; and to design, procure and deploy next generation information systems. The Aerospace Medicine Safety Information System (AMSIS) Program is designed to support existing systems, technology, and develop replacement systems in the future.

Internal Work Activity: Investment Analysis for Aerospace Medicine Safety Information System (AMSIS)

Aerospace Medicine Safety Information System (AMSIS) Investment Analysis activities to support progress towards Initial Investment Decision (IID).

Activity Target 1:

Develop the draft Screening Information Request (D-SIR). Due March 31, 2016

Activity Target 2:

Develop the final Specification document. Due September 30, 2016

Internal Work Initiative: AJO/AJR-B11 Notice to Airmen (NOTAM) Policy and Management Office

Manage policy, training and operational requirements for the US NOTAM Office (USNOF).

Internal Work Activity: Notice to Airmen (NOTAM) Policy and Management

Manage policy, training and operational requirements for USNOF. Reduce database errors by 2%.

Activity Target 1:

Complete one External Compliance Verification (ECV) of the US NOTAM Office operations. Due September 30, 2016

Activity Target 2:

Develop and submit draft NOTAM Order rewrite, JO 7930.2R. Due March 31, 2016

Internal Work Initiative: Alaskan Satellite Telecommunication Infrastructure (ASTI) - (C17.02-01)

The ASTI project will replace and/or upgrade system components to raise system availability to required levels (0.9999), reduce the frequency of system alarms and outages, and reduce the level of FAA maintenance.

Internal Work Activity: Alaskan Satellite Telecommunications Infrastructure

Acquire Alaskan Satellite Telecommunications Infrastructure (ASTI).

Activity Target 1:

Initiate key site testing. Due March 31, 2016

Activity Target 2:

Complete first Phase (11 sites) of the external limited scope (cables, junction boxes, surge suppressors, etc.) implementation work. Due January 31, 2016

Internal Work Initiative: National Safety Initiative

Maintain and improve the world's safest and most efficient air traffic system through a new National Safety Initiatives

Internal Work Activity: Quality Assurance/Quality Control Order Compliance

Comply with Quality Assurance/ Quality Control Order

Activity Target 1:

AJT will provide a Quality Assurance Course training program, (50314001) Quality Assurance / Quality Control Specialist Course, where 85% of the facilities will have received training Due September 30, 2016

Activity Target 2:

AJT will provide a Quality Control Course training

program, QA/QC Briefing for Air Traffic Managers (ATMs) where 100% of the facilities will have received training Due September 30, 2016

Internal Work Activity: Superior Performance Standards

Achieving superior performance standards in the following focus areas: Weather Dissemination; Instrument Flight Rules (IFR)/ Visual Flight Rules (VFR) Operations involving separation; Traffic Advisories and Safety Alerts; and Parachute Operations

Activity Target 1:

Sustain efforts through local safety councils Due September 30, 2016

Activity Target 2:

Develop action plans at local facility level Due September 30, 2016

Activity Target 3:

Monitor and address identified safety issues Due September 30, 2016

Internal Work Activity: Compliance with Quality Assurance/Quality Control Order

Focus on continuous improvements with plans to maintain and improve the world's safest and most efficient air traffic system.

Activity Target 1:

Provide safety data to support ongoing facility action plan development when requested. Submit summary report of data provided. Due September 30, 2016

Internal Work Initiative: Runway Safety Areas

Where practical, upgrade Runway Safety Areas to meet standards.

Internal Work Activity: Runway Safety Area (RSA) NAVAID Improvements

Complete RSA NAVAID improvements at certificated airports.

Activity Target 1:

Provide PMO the RSA report showing the annual RSA improvement updates through the end of the program. Due June 30, 2016

Activity Target 2:

ATO will improve 70 Runway Safety Areas (RSAs). Due September 30, 2016

Internal Work Objective: System Risk Event Rate (SRER)

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

Internal Work Initiative: Safety Programs Group (AJI-11)

The Safety Programs Group sponsors the collection of qualitative safety data which can be used for meaningful analysis. We provide tools, resources and learning which allow employees to identify, understand, and respond to hazards in the system. We promote cultural transformation in which safety is the foundation of daily operations within a just environment. We disseminate safety information within and beyond the Safety and Technical Training organization as appropriate. Our programs equip the workforce with tools, resources and learning that enhance the FAA's safety culture, improve collaboration between labor/management and foster an environment for open reporting and discussion of safety concerns.

Internal Work Activity: Voluntary Safety Reporting Program (VSRP) Team (AJI-111)

Significantly improve how AJI manages Voluntary Safety Reporting Programs (VSRP) by ensuring that there are detailed instructions for Event Review Committee (ERC) and for the program office and by ensuring that the program office has a critical oversight role of these programs. Ensure that issues identified in these programs will be used for communications and input to Technical Training, Top 5 Identification, Risk Mitigation and Recurrent Training. If warranted, issues identified in VSRPs may be escalated for resolution. Maintain and support VSRPs throughout FY16.

Activity Target 1:

Conduct a Gap Analysis of the Air Traffic Safety Action Program (ATSAP) with an interim status due date of November 30, 2015. Develop Corrective Action Plan to address identified Gap. Due March 31, 2016

Activity Target 2:

Complete final elements of the Corrective Action Plan. Due July 30, 2016

Activity Target 3:

Revise Standard Operating Procedures and develop detailed Work Instructions to ensure all Event Review Committee and Program Office

functions are documented and followed by all stakeholders. Due September 30, 2016

VSRPs may be escalated for resolution. Maintain and support VSRPs throughout FY16.

Internal Work Activity: Safety Promotion and Partnership for Safety (PFS) Team (AJI-112)

Collaborate and promote enhancements to safety culture within the Air Traffic Organization (ATO) by researching, supporting and delivering resource material, and reviewing existing/projected programs within the ATO for consistent concepts and messaging. Improve safety by identifying and mitigating current or potential hazards throughout the NAS and the aviation work environment through the Partnership for Safety (PFS) Program provides via process development and collateral materials.

Activity Target 1:

Create SOPs and Work Instructions to ensure standardization and coordination of activities with all Stakeholders. Due September 30, 2016

Activity Target 2:

Collect and promote best practices collected from selected facilities to share broadly across Local Safety Councils (LSCs). Minimum of two facilities completed by March 31, 2016. Collect best practices from a total of four facilities. Due September 30, 2016

Activity Target 3:

Develop a high-level educational briefing targeting Air Traffic Managers, District Managers, and NATCA facility representatives on the roles, responsibilities and expectations of Local Safety Councils. Two briefings would be developed by April 30, 2016. Deliver briefings. Due September 30, 2016

Activity Target 4:

Publish articles related to the FY16 ATO Blueprint Safety Initiatives quarterly in Safety Matters. Due September 30, 2016

Internal Work Activity: Technical Operations Safety Action Program (T-SAP)

Significantly improve how AJI manages Voluntary Safety Reporting Programs (VSRP) by ensuring that there are detailed instructions for ERC and for the program office and by ensuring that the program office has a critical oversight role of these programs. Ensure that issues identified in these programs will be used for communications and input to Technical Training, Top 5 Identification, Risk Mitigation and Recurrent Training. If warranted, issues identified in

Activity Target 1:

In collaboration with Technical Training and PASS, collaboratively determine requirements and format for Technical Operations Safety Action Program (T-SAP) training. Due December 15, 2015

Activity Target 2:

In coordination with Technical Training (AJI-2), develop a T-SAP eLMS training course. Due July 31, 2016

Internal Work Activity: Safety Promotion Publications

Our success is driven by a "collect-find-fix" mantra. This approach allows us to maximize the available pool of actionable data and use the data to identify areas of potential risk. By analyzing and quantifying that risk, we prioritize the safety initiatives we execute. Therefore, we must report on our success by publishing articles and reports that capture how we addressed major emerging safety issues and how we plan to mitigate their effects before any serious incidents occur. Our reports should include how we used ATSAP, Technical Operations Safety Action Program (T-SAP), Risk Analysis Process (RAP), and Runway Safety data.

Activity Target 1:

Publish Safety Matters quarterly. Due every quarter (December 31, 2015; March 31, 2016; June 30, 2016; Due September 30, 2016

Activity Target 2:

Deliver draft of Annual ATO Safety report to internal Air Traffic Organization stakeholders. Due March 31, 2016

Activity Target 3:

Finalize Office of Communications (AOC) and AGI (Government Affairs) coordination and publish Annual ATO Safety Report. Due March 31, 2016

Activity Target 4:

Publish Speak Up every two weeks. Promote involvement of Executives within AJI and other Service Units. Due September 30, 2016

Activity Target 5:

Develop and implement initiatives to promote safety campaigns (i.e: All Points Safety, VSRP, Professional Standards, Turn off-Tune In) on a quarterly basis. Due September 30, 2016

Internal Work Initiative: Quality Assurance Group (AJI-12)

The Quality Assurance Group provides the ATO with relevant and specific information that equips leadership to ensure compliance with requirements, to mitigate risk, and to effectively reduce risks in flight by limiting the rate of most serious losses of standard separation in the NAS. We disseminate safety information on a regular basis to operational leadership, their support organizations, and ATO leadership as appropriate. We initiate Corrective Action Requests (CARs) when appropriate for identified trends and/or non-compliance issues identified through our analysis of safety data and monitor completed Corrective Active Plans (CAPs) to ensure effectiveness.

Internal Work Activity: Safety Integration Team (AJI-1210)

Provide support for development and maintenance of ATO safety metrics. Prepare response and develop/implement changes, as necessary, to address audits by Air Traffic Oversight Service (AOV), Inspector General (IG), National Transportation Safety Board (NTSB) and other external organizations.

Activity Target 1:

Standardize sharing of safety data with Service Area executive leadership and their support organizations, as well as, Service Delivery Points (SDPs). Due March 31, 2016

Activity Target 2:

Develop and implement standard reports, in cooperation with AJI-3, for sharing safety data with Service Area customers and SDPs. Due March 31, 2016

Activity Target 3:

Develop and implement work instructions for handling of AJI-12 external data requests (i.e: IG, NTSB, AOV). Due June 30, 2016

Activity Target 4:

Develop a protocol with AJV and AJT for standard Safety Briefings to each Service Area Quality Control Group (QCG) and Director of Operations (DO). On a biweekly basis, disseminate safety information for identified trends and/or non-compliance issues identified through our analysis of safety data on a regular basis. Due June 30, 2016

Internal Work Activity: Air Traffic Quality Assurance (ATQA) /Pilot Deviation Analysis (PD)

Implement changes to pilot deviation process nationwide to streamline data collection by eliminating reporting filed in Air Traffic Quality Assurance program (ATQA). Reduce the number of certified data packages required to support Pilot Deviations. Develop recommended criteria and methodologies to improve the initiation and processing of Near Mid Air Collisions (NMAC) and vehicle/pedestrian deviations and associated data within the ATO. Coordinate new methodologies, as appropriate, with AVS and within the ATO.

Activity Target 1:

Coordinate with affected offices to prepare Document Change Proposal (DCP) to FAAO 8020.16 for the elimination of the requirement to use ATQA for pilot deviations, and add requirement for En Route facilities to retain pilot deviation associated data for 45 days. Due November 30, 2015

Activity Target 2:

Implement new phase of the Pilot Deviation test for Certificate Management Offices (CMOs) in all three service areas to process pilot deviations using only Comprehensive Electronic Data Analysis and Reporting (CEDAR) program data and not ATQA data. Due January 31, 2016

Activity Target 3:

If service area testing is successful, develop and deliver to the Safety Tools Team requirements for CEDAR changes to eliminate the use of ATQA for pilot deviation processing, in association with Flight Standards and other stakeholders. Due June 30, 2016

Internal Work Activity: Service Integrity Risk Analysis Process (SI-RAP)

Analyzes safety occurrences using the Risk Analysis Process for Service Integrity events to directly support identification of the Top 5; uses Risk Analysis and other analytical methods to identify hazards and associated causal factors.

Activity Target 1:

Revise FAA JO7210.634, ATO Quality Control to incorporate needed changes to support an effective Quality Control (QC) program in Tech Ops operational service units. Define Quality Control functions to be completed by Tech Ops personnel and document in Order change. Initiate Document Change Proposal (DCP) process. Due May 31, 2016

Activity Target 2:

Revise FAA JO7210.632, ATO Mandatory

Occurrence Reporting to incorporate needed changes to support an effective reporting culture in Tech Ops operational service units. Define service integrity reporting requirements for AJW and AJT personnel and document in Order change. Initiate Document Change Proposal (DCP) process. Due May 31, 2016

Activity Target 3:

Develop risk based weighting criteria for determination of Service Integrity Risk Analysis Events (SI-RAEs). Review FY15 4th quarter SI-RAEs service type distributions to baseline distribution of high risk SI-RAEs, in cooperation with AJI-3. Develop potential weighting criteria for identification of events subject to risk analysis, in cooperation with AJI-3 and Tech Ops subject matter experts. Prepare report to AJI leadership documenting findings and recommendations. Due June 30, 2016

Internal Work Activity: Top 5 Candidate Risks

Analyze safety data to identify the candidates for the annual Top 5 hazards.

Activity Target 1:

Develop preliminary Top 5 list using data from Risk Analysis Process (RAP), Air Traffic Safety Action Program (ATSAP), Operational Skills Assessments (OSAs), System Service Reviews (SSRs), Runway Safety reports and accident investigation data. Due July 15, 2016

Activity Target 2:

Prepare final Top 5 candidate list for presentation to Safety Roundtable. Due August 15, 2016

Internal Work Initiative: Compliance Services Group (AJI-13)

The group ensures the timely dissemination of accurate and unbiased information regarding significant events that occur within the NAS. It analyzes significant events, reports on risks, compliance and safety in air traffic management services and supports the collection, analysis, and reporting of aviation and management data to ensure safety and efficiency throughout the NAS. In addition, the group identifies, develops, and coordinates improvements to NAS Search and Rescue standards and practices.

Internal Work Activity: Safety Investigations Team

Investigate and report out on Significant Safety Events that occur within the National Airspace System.

Activity Target 1:

Convert the Significant Event Tracking excel database to a more robust data program hosted on the ATO Portal. The new program will contain all significant events and other available reporting sources such as CEDAR and the Washington Operations Center. The new program will also format page-out material for upward reporting. Due June 30, 2016

Activity Target 2:

In concert with AJI-3, develop improved methods of data mining and trend determinations from information contained in the Significant Event Tracking Database for use in Top 5 development. Due September 30, 2016

Internal Work Activity: Technical Services Team

Advanced replay simulation. Work with Technical Training (AJI-2) to support construction of continuing education programs with material derived from events and investigations to improve proficiency in ATC practices through education.

Activity Target 1:

Create educational material from significant events for advanced ATC, Air Carrier, and pilot published curriculum. Construct a minimum of 18 digital education case studies from significant events. Complete at least 6 educational case studies due by March 30, 2016. Complete 18 educational case studies. Due September 30, 2016

Activity Target 2:

Provide at least 6 digital media programs that provide clear educational content to the Top 5 or the Safety Initiatives based on identified safety trends. Two digital media programs due by March 30, 2016. Complete six digital media programs. Due September 30, 2016

Internal Work Activity: Search and Rescue Team

Supports the Search and Rescue mission by providing Quality Control oversight and feedback on facility performance. Periodic Search and Rescue (SAR) training updates and aircraft search tool development will enhance overall FAA SAR capability.

Activity Target 1:

Develop a training syllabus for SAR to be incorporated into Compliance Services Standard Operation Procedures (SOPs). Due December 31, 2015

Activity Target 2:

Train 2 additional AJI-13 employees in the tracking and processing of SAR events. Due June 30, 2016

Internal Work Activity: Safety Support Tools Team

The Safety Support Team develops and maintains the resources for data collection and analysis through Comprehensive Electronic Data Analysis and Reporting (CEDAR), Traffic Analysis and Review Program (TARP), Digital Audio Legal Recorder (DALR) and FALCON. These programs are the foundation of the ATO's Quality Assurance/Quality Control Programs.

Activity Target 1:

Create an Unmanned Aerial System (UAS) category in for CEDAR Mandatory Occurrence Reports to assist in tracking UAS activity upon approval from the Vice President of Safety and Technical Training. Due March 30, 2016

Activity Target 2:

Expand the functionality of CEDAR to establish a new interface for Tech Ops personnel account creation and maintenance. Due May 31, 2016

Internal Work Initiative: Advance Safety Initiatives through the Safety Roundtable

Advance safety initiatives to enable NextGEN capabilities by coordinating and collaboratively agreeing on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources. This work will be formally coordinated with ATO Service Units with AJI-15 serving as the lead.

Internal Work Activity: Lead the Safety Roundtable

Continue the ATO Safety Roundtable to coordinate and agree on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:

Develop work instructions that clearly articulate the process for developing agendas, codifying approval process for annual Top 5, and Recurrent Training. Revise and update the ATO Safety Roundtable (Rev October 2013) charter. Draft Charter due: January 31, 2016. Finalized Charter. Due April 30, 2016

Activity Target 2:

Provide Safety Roundtable membership with the minutes within 30 days of conclusion of each

Safety Roundtable meeting. Due September 30, 2016

Activity Target 3:

Identify any remaining Round 2 Recurrent Training topics for Calendar Year (CY)16. Due February 28, 2016

Activity Target 4:

In coordination with Safety Roundtable membership, identify all round 1 Recurrent Training topics for CY17 and as many round 2 topics as feasible. Due August 15, 2016

Activity Target 5:

In coordination with Safety Roundtable membership, identify the Top 5 hazards for FY17. Due August 15, 2016

Internal Work Activity: AJT Support of the Safety Roundtable

Engage in the ATO Safety Roundtable to coordinate and agree on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:

Provide support and input to develop the draft ATO Safety Roundtable (Rev October 2013) charter. Due January 31, 2016

Activity Target 2:

Provide support and input to finalize the ATO Safety Roundtable Charter. Due April 30, 2016

Internal Work Activity: AJW Support of the Safety Roundtable

Engage in the ATO Safety Roundtable to coordinate and agree on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:

Provide support and input to develop the draft ATO Safety Roundtable (Rev October 2013) charter. Due January 30, 2016

Activity Target 2:

Provide support and input to finalize the ATO Safety Roundtable Charter. Due April 30, 2016

Internal Work Activity: AJR Support of the Safety Roundtable

Engage in the ATO Safety Roundtable to coordinate and agree on safety strategies to enhance

organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:

Provide support and input to develop the draft ATO Safety Roundtable (Rev October 2013) charter. Due January 31, 2016

Activity Target 2:

Provide support and input to finalize the ATO Safety Roundtable Charter. Due April 30, 2016

Internal Work Activity: AJV Support of the Safety Roundtable

Engage in the ATO Safety Roundtable to coordinate and agree on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:

Provide support and input to develop the draft ATO Safety Roundtable (Rev October 2013) charter. Due January 31, 2016

Activity Target 2:

Provide support and input to finalize the ATO Safety Roundtable Charter. Due April 30, 2016

Internal Work Activity: AJM Support of the Safety Roundtable

Engage in the ATO Safety Roundtable to coordinate and agree on safety strategies to enhance organizational performance, manage risk and achieve prioritization of safety resources.

Activity Target 1:

Provide support and input to the ATO Safety Roundtable. Due September 30, 2016

Internal Work Initiative: Safety Services Group (AJI-15)

Mitigate NAS safety issues identified through data analysis, event reporting, and corrective action requests. Assist ATO Service Units in developing, implementing and tracking Corrective Action Plans to address identified hazards.

Internal Work Activity: Senior Safety Briefings - Provide Comprehensive Safety Services to ATO Service

Collaborate with ATO Service Units, and other organizations, to support safety risk management, safety promotion, and training activities. Provide assistance with data identification and analysis, Corrective Action Plan (CAP) development, and

raising awareness of safety issues to controllers and pilots. Assist in safety case management by providing matter experts and timely responses.

Activity Target 1:

Develop work instructions for processing responses to National transportation Safety Board (NTSB) and FAA Safety Recommendations. Due November 30, 2015

Activity Target 2:

Develop work instructions for processing responses to Office of Audit and Evaluation (AAE), Office of Inspector General (OIG) and Office of Special Council (OSC). Due January 29, 2016

Activity Target 3:

Develop familiarization modules and training materials for Headquarters Service Unit customers based on AJI's "Making the Connection" training, to generate understanding of the role of AJI. Due April 29, 2016

Activity Target 4:

Collect trend information from OIG responses, ATSAP CAR status, NTSB responses, CAPs, analytical safety data, and other significant safety issues, and develop organizationally specific comprehensive safety briefing for ATO VPs. Due at least quarterly in January, April, and July. Due September 30, 2016

Activity Target 5:

Deliver at least quarterly Senior Safety Briefings to individual Headquarters Service Unit customers to communicate progress, planning, and feedback on solving shared safety issues. Due at least quarterly in January, April, and July. Due September 30, 2016

Internal Work Activity: Improving Human Performance & Fatigue Risk Management System

Collaborate with all Air Traffic Organization (ATO) stakeholders to operate the ATO Fatigue Risk Management System (FRMS) towards increased safety in the NAS. Develop best practices for reducing fatigue and promoting alertness in 24/7 operations including sharing results with international Air Navigation Service Providers (ANSP) partners.

Activity Target 1:

Develop the FY16 Fatigue Risk Management System (FRMS) work plan, prioritizing planned activities against risk and resources to ensure a balance of resource use against the four pillars of

Fatigue Risk Management. Develop final work plan. Due November 30, 2015

Activity Target 2:

Develop work instructions for conducting analysis and response to recommendations from the Fatigue Safety Steering Committee. Due December 31, 2015

Activity Target 3:

Complete a comparative analysis of the Department of Defense Biotechnology High Performance Computing Software Applications Institute (BHSAI) and Web Alertness Applications. Recommend an Alertness application for ATO fielding. Due January 31, 2016

Activity Target 4:

Develop a collection platform to understand and map the different approaches by other ANSP to Fatigue Risk Management in their air traffic control and technical operations. Due May 31, 2016

Internal Work Initiative: Safety Management Group (AJI-31)

Review ATO Safety and Technical Training policy and guidance to ensure adherence to Safety Management System (SMS) policy in support of the execution of the safety mission of the ATO. Refine and deliver SMS training to better provide ATO employees with an understanding of the ATO SMS and the Safety Risk Management (SRM) process.

Internal Work Activity: Safety Management Policy and Training (AJI-311)

Review and update ATO Safety and Technical Training policy and guidance to promote adherence to SMS policy in support of the execution of the safety mission of the ATO.

Activity Target 1:

Refine and deliver SRM Practitioner and Panel Facilitation training for appropriate ATO personnel and Federal Contract Air Traffic Managers. Due September 30, 2016

Activity Target 2:

Develop the web-based version of the Safety Risk Management Guidance for System Acquisitions (SRMGSA) for all FAA safety engineers working toward a Joint Resource Council (JRC) decision. Final draft for review due by March 31, 2016. Upload final document to the web. Due September 30, 2016

Activity Target 3:

Review current SMS severity and likelihood tables; develop proposed changes and supporting documentation due May 31, 2016. Draft final proposal for incorporation in the next revision of the SMS Manual. Due September 30, 2016

Activity Target 4:

Promote SRM policy and guidance to Air Traffic and Technical Operations Managers. Interim status report due by March 31, 2016. Final status report. Due August 31, 2016

Internal Work Activity: Safety Performance Monitoring (AJI-313)

Provide safety performance monitoring for national changes and Top 5 Corrective Action Plans (CAPs) by analyzing integrated safety data. Develop and manage requirements for the Safety Management Tracking System (SMTS).

Activity Target 1:

Develop draft requirements for improvements to SMTS by December 31, 2015. Deliver final requirements. Due March 31, 2016

Activity Target 2:

Implement a process for monitoring the safety performance of national changes and Top 5 CAPs. Due March 31, 2016

Internal Work Activity: Safety Engineering Support of Safety Risk Management (AJI)

Provide Safety Risk Management (SRM) expertise and support.

Activity Target 1:

Provide SRM support for national ATO operational changes in the NAS, to include support for the Remote Towers Project. Finalize report. Due August 31, 2016

Activity Target 2:

Provide SRM support for national ATO system (acquisition) changes in the NAS. Finalize report. Due August 31, 2016

Internal Work Initiative: Audits & Assessments Group (AJI- 32)

Manage and execute the Safety and Technical Training Audits and Assessments program to confirm suspected risk- and/or safety-related trends; assess the effectiveness of specific ATO mitigation strategies and/or NAS changes as identified through the risk-based selection process.

Internal Work Activity: Technical Operations Audits and Assessments (AJI-322)

Conduct audits and assessments of Technical Operations processes and procedures to ensure compliance with safety requirements.

Activity Target 1:

Develop a strategy for, plan, and conduct at least eight (8) audits or assessments of Technical Operations processes and procedures to ensure compliance with safety requirements. Report status of completed audits and assessments by March 31, 2016. Finalize report of completed audits and assessments. Due September 30, 2016

Activity Target 2:

Provide audit or assessment reports including findings and observations. Provide status report of audits and assessments findings and observations. Due September 30, 2016

Internal Work Activity: Air Traffic Control Audits and Assessments (AJI-323)

Conduct audits or assessments of Air Traffic Control (ATC) operations and procedures to ensure compliance with safety requirements in the En Route and Oceanic, Terminal, and System Operations Service Units.

Activity Target 1:

Develop a strategy for, plan, and conduct at least eight (8) audits or assessments of ATC operations and procedures to ensure compliance with safety requirements in the En Route and Oceanic, Terminal, and System Operations Service Units. Report status of completed audits and assessments by March 31, 2016. Finalize report of completed audits and assessments. Due September 30, 2016

Activity Target 2:

Provide audit or assessment reports including findings and observations. Provide status report of audits and assessments findings and observations. Due September 30, 2016

Internal Work Activity: Safety Management System Audits and Assessments (AJI-32)

Conduct audits or assessments of the effectiveness of the ATO's Safety Management System (SMS) in the Service Units to ensure that the mitigation strategy for identified safety risks are appropriately implemented, effective, and compliant with SMS requirements.

Activity Target 1:

Develop a strategy for, plan, and conduct at least two (2) SMS audits or assessments to ensure that the mitigation strategy for identified safety risks are appropriately implemented, effective, and compliant with ATO SMS requirements. Report status of completed audits and assessments by March 31, 2016. Finalize report of completed audits and assessments. Due September 30, 2016

Activity Target 2:

Provide audit or assessment reports including findings and observations. Provide status report of audits and assessments findings and observations. Due September 30, 2016

Internal Work Initiative: Provide Safety Data and Reporting Tools (AJI-33)

Provide data and reporting tools to improve the ability to monitor ATO's safety performance.

Internal Work Activity: Data Management and Reporting (AJI-332)

Collect, analyze, and report safety data from multiple sources; provide trend analysis reports to support risk identification and mitigation for the ATO; develop tools to support safety analysis.

Activity Target 1:

Continue the development of analytical information from data collected to support the monitoring of safety performance metrics. Provide safety performance status and briefings for internal and high-level reviews, to include the Officers Group, ATO Chief Operating Officer (COO), and Department of Transportation. Status report due monthly. Finalized report. Due September 30, 2016

Activity Target 2:

Analyze, report, and prepare justifications to support changes (as necessary) to existing NAS safety performance measures and metrics. Status report due monthly. Finalized report. Due September 30, 2016

Activity Target 3:

Analyze existing and new Safety and Technical Training data; integrate data into reporting capabilities; identify measures to support trending; and incorporate improvements into ATO Safety and Technical Training dashboards. Status report due monthly. Finalized update. Due September 30, 2016

Internal Work Activity: Safety Metrics Quarterly Report

Develop and deliver the ATO Safety Metrics Quarterly report each quarter for use in briefing the Officers' Group.

Activity Target 1:

Solicit information from data providers each quarter. Due the 15th day of the month following the end of each quarter. Due September 30, 2016

Activity Target 2:

Review, coordinate and deliver final Safety Metrics Quarterly Report by the 30th day of the month following the end of each quarter. Due September 30, 2016

Internal Work Initiative: Re-baseline System Risk Event Rate for FY17 deployment (AJI-33) (AJI Business Plan Goal #9)

AJI Business Plan Goal #9: Review the System Risk Event Rate (SRER) results since 2012 and re-baseline for FY17.

Internal Work Activity: SRER Future Metric (AJI-333)

Review collected data, analyze data, and recommend a revised SRER baseline.

Activity Target 1:

Plan, analyze, and develop recommendation for new SRER target. Due March 31, 2016

Activity Target 2:

Coordinate approval of SRER target. Due June 30, 2016

Internal Work Initiative: Analytical Tool Development

Facilitate the development, design, integration, and implementation of tools to improve analytical capabilities by supporting risk-analysis, assessment, tracking, and monitoring processes.

Internal Work Activity: Analytical Tool Development and Support (AJI-333)

Facilitate the development, design, integration, and implementation of tools to improve analytical capabilities by supporting risk-analysis, assessment, tracking, and monitoring processes.

Activity Target 1:

Implement enhancements to the Safety

Management Tracking System (SMTS), potentially including support for Waivers and Audits and Assessments functionality. Collaborate to generate requirements by March 31, 2016. Incorporated enhancements. Due September 30, 2016

Activity Target 2:

Support the acquisition process for the Operational Analysis Reporting System (OARS) with the Program Management Organization, AJM-2. Report status. Due September 30, 2016

Internal Work Activity: AJM Support of OARS

Provide program management support for the OARS program.

Activity Target 1:

Complete Initial Investment Decision (IID) documentation. Due June 30, 2016

Activity Target 2:

Support of Final Investment Decision (FID) artifacts. Due September 30, 2016

Internal Work Activity: AJW Support of OARS

Support OARS logistical planning.

Activity Target 1:

Support the completion of applicable OARS Initial Investment Decision (IID) documentation. Due June 30, 2016

Activity Target 2:

Support development of Final Investment Decision (FID) documentation. Due September 30, 2016

Internal Work Activity: Develop Analytical Team- Analytical Capability Development (AJI-333)

Establish analytical capability based on Safety Management System (SMS) principles to identify underlying risk and causal factors, incorporating future hazard/emerging risk assessment.

Activity Target 1:

Manage improvements and enhancements to the Managers' Safety Dashboards with Version 2.0. Due March 31, 2016

Activity Target 2:

Monitor available data sources daily, including dashboards, Key Performance Indicators (KPIs) and data analysis products to provide safety

information immediately to ATO headquarters, and weekly or monthly updates to other stakeholders. Implementation Plan due December 31, 2015. Monthly briefings no later than the 10th of each month. Due September 30, 2016

Internal Work Activity: ATO Safety Governance and Accountability (ASGA)

Review and collate all existing Orders, Notices, Standard Operating Procedures (SOPs) and Technical Processes which involved safety. Catalogue current ATO-wide safety processes, conduct an analysis to identify potential gaps, redundancies/inefficiencies, make recommendations for improvements and then proceed with a concept of operations for a database which will house all of the current processes and define requirements for a responsive training tool.

Activity Target 1:

Consolidate AJI Safety process gap analysis findings. Due December 31, 2015

Activity Target 2:

Develop an ASGA Concept of Operations, to include visual operations concept, maintenance concept, and interface concept. Due March 31, 2016

Activity Target 3:

Develop final requirements. Due June 30, 2016

Internal Work Initiative: Digital Audio Legal Recorder Remote Audio Access System (DRAAS)

The Digital Audio Legal Recorder Remote Audio Access System (DRAAS) is an Application Programming Interface (API) that efficiently connects audio from the Traffic Analysis and Reporting Program (TARP) to FALCON for event review and validation by a quality assurance specialist. In FY16, AJI, AJM and AJW will collaborate to complete key-site testing and implement DRAAS within the NAS.

Internal Work Activity: Digital Audio Legal Recorder Remote Audio Access System (DRAAS)

The Safety Support Team develops and maintains the resources for data collection and analysis through Comprehensive Electronic Data Analysis and Reporting (CEDAR), Traffic Analysis and Review Program (TARP), Digital Audio Legal Recorder (DALR) and FALCON. These programs are the foundation of the ATO's Quality Assurance/Quality Control Programs.

Activity Target 1:

Key site testing of DRAAS. Due February 1, 2016

Activity Target 2:

Integrate DRAAS functionality into Falcon. Due July 31, 2016

Internal Work Activity: AJM Support of DRAAS

In FY16, AJM will complete all security documentation and FTI services in support of DRAAS implementation.

Activity Target 1:

Complete DRAAS security documentation (Security Authorization Briefing, Security Characterization Document and System Security Plan). Due December 31, 2015

Internal Work Activity: AJW Support of DRAAS

In FY16, AJW will complete all testing for FNTB, key sites and assist I-RAT evaluation during implementation.

Activity Target 1:

Complete FTI National Test Bed (FNTB) Test Plan and provide results to AJM. Due November 30, 2015

Activity Target 2:

Complete DRAAS Independent Risk Assessment Team (I-RAT). Due February 16, 2016

Activity Target 3:

Complete key site testing of DRAAS. Due February 28, 2016

Internal Work Initiative: Revision of JO 7110.65

Collaborate with other FAA LOBs, NATCA, and Industry to identify those items that can help address JO 7110.65 obstacles to implementation of Performance Based Navigation (PBN) and the enabling of NextGen technologies. This effort will also aid in reducing the need for waivers and interpretations through the implementation of national procedures where applicable.

Internal Work Activity: Revision of JO 7110.65

Collaborate with other FAA LOBs, NATCA, and Industry to identify those items that can help address JO 7110.65 obstacles to implementation of Performance Based Navigation (PBN) and the enabling of NextGen technologies. This effort will also

aid in reducing the need for waivers and interpretations through the implementation of national procedures where applicable.

Activity Target 1:

Develop the FY16 recommendations list utilizing input that FAA Management, NATCA and Industry operators identify as needing critical changes and or improvements. Assess holdover items from FY15 for reconciliation or possible incorporation into the FY16 Top 15 recommendations list. Due November 30, 2015

Activity Target 2:

Development of an FY16 Implementation and Strategy Report to address corrective actions from the top issues list, and describe how they align with Performance Based Navigation (PBN) and NextGen technologies. Due April 30, 2016

Activity Target 3:

Track the processing and implementation of revisions identified by the Steering Committee and ensure at least 8 of the 15 identified revisions are vetted and submitted to the Director, Air Traffic Procedures for implementation. Due September 30, 2016

Activity Target 4:

Help reconcile holdover items from FY15, and assist in developing FY16 Top 15 recommendations for Executive Sponsors' approval. Due November 30, 2015

Activity Target 5:

Participate in Collaboration Teams to support development of an FY16 implementation and strategy to address the top issues list developed by NATCA, FAA Management and Industry, and describe how they align with Performance Based Navigation (PBN) and NextGen technologies. Due April 30, 2016

Activity Target 6:

Support Air Traffic Procedures (AJV-8) with SMS activities. Due September 30, 2016

Activity Target 7:

Help reconcile holdover items from FY15, and assist in developing FY16 Top 15 recommendations for Executive Sponsors' approval. Due November 30, 2015

Activity Target 8:

Participate in Collaboration Teams to support development of an FY16 implementation and strategy to address the top issues list developed

by NATCA, FAA Management and Industry, and describe how they align with Performance Based Navigation (PBN) and NextGen technologies. Due April 30, 2016

Activity Target 9:

Support Air Traffic Procedures (AJV-8) with SMS activities. Due September 30, 2016

Internal Work Objective: Runway Incursions (Category A and B)

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

Internal Work Initiative: System Risk Reduction

Reduce the risk of runway incursions resulting from errors by pilots, air traffic controllers, pedestrians, vehicle operators, tug operators, and individuals conducting aircraft taxi operations by working in collaboration with aviation stakeholders to identify and mitigate risk.

Internal Work Activity: Human Error Risk Reduction

Provide updated FY16 resources and guidance for 100% of towered airports to conduct Local Runway Safety Action Teams (LRSAT) Meetings.

Activity Target 1:

Promote annual LRSAT meetings with 100% of the Air Traffic Managers (ATMs) at Federal Contract Towers (FCTs) and Air Traffic Control Towers (ATCTs). Due December 31, 2015

Activity Target 2:

Provide a quarterly update on completed LRSAT meetings from the Runway Safety Tracking System (RSTS). Ensure 99% of LRSAT meetings are conducted nationwide within the fiscal year. Due September 30, 2016

Internal Work Activity: AJT Support of Human Error Risk Reduction

Improve training, procedures, evaluation, analysis, testing, and certification to reduce the risk of runway incursions resulting from errors by pilots, air traffic controllers, pedestrians, vehicle operators, tug operators, and individuals conducting aircraft taxi operations.

Activity Target 1:

Provide operational support as needed. Due September 30, 2016

Performance and Analysis Group, MITRE, and aviation stakeholders. Due December 31, 2015

Activity Target 2:

Determine the metrics and weightings to be utilized in identifying the Runway Safety Focus Airports for FY2017. Due May 31, 2016

Internal Work Initiative: Improved Runway Incursion Analysis Capability

Collaborate with Performance and Analysis group, MITRE, and aviation stakeholders to improve data collection, information sharing and analytical techniques so the FAA can corporately identify and mitigate risks associated with runway safety.

Internal Work Activity: Maintain National Runway Safety Plan

Monitor progress towards accomplishment of objectives identified in 2015-2017 National Runway Safety Plan.

Internal Work Activity: Runway Safety Council

The Runway Safety Council will meet quarterly to review and act on recommendations from the Root Causal Analysis Team.

Activity Target 1:

Establish a tracking system that identifies 2015-2017 National Runway Safety Plan actions items, deliverables and due dates. Due December 31, 2015

Activity Target 1:

The Root Causal Analysis Team will review and analyze two (2) events (serious and/or significant incursions), report results and recommendations to the Runway Safety Council. Due May 1, 2016

Activity Target 2:

Report out quarterly to the Runway Safety Council on the status of all actions identified in the 2015-2017 National Runway Safety Plan. Due September 30, 2016

Activity Target 2:

The Runway Safety Group will facilitate for the Vice President of Safety & Technical Training on a quarterly basis, National Runway Safety Governance Meetings with Regional Administrators. Due September 30, 2016

Internal Work Activity: Call to Action (C2A) Monitoring Plan

Promote progress towards accomplishment of objectives identified in the Call to Action Summary Report (Phase 1, 2) 2015.

Internal Work Initiative: Improve/Increase Runway Safety (AJI Business Plan Goal #3)

AJI Business Plan Goal #3: Reduce the severity of runway incursions and excursions; obtain more industry involvement in raising awareness and training for pilots and drivers and deploy new technology and other surface improvements as described in the 2015-2017 National Runway Safety Plan. Develop Top Focus Airports for each fiscal year.

Activity Target 1:

Publish a Call to Action Summary Report (Phase 2), implementation plans, to include action items, deliverables and due dates. Due November 30, 2015

Activity Target 2:

Establish a tracking system that identifies Call to Action Summary Report (Phase 2) implementation plans to include actions items, deliverables and due dates. Due December 31, 2015

Internal Work Activity: Top Focus Airports

Collaborate with Performance and Analysis Group, MITRE, and aviation stakeholders to select FY16 Runway Safety Focus Airports and establish FY17 evaluation criteria.

Activity Target 3:

Report out quarterly to the Runway Safety Council on the status of all actions identified in the Call to Action Summary Report (Phase 2). Due September 30, 2016

Activity Target 1:

Identify the Runway Safety Focus Airports for FY2016, by working collaboratively with the

Internal Work Initiative: NAS-Wide Implementation of Closed Runway Operation Prevention Device (CROPD)

Internal Work Activity: CROPD Field Demonstration

In FY16 the FAA will expand the scope of CROPD and conduct field evaluations to see if it can accept contextual inputs (NOTAMs, ASDE, ADS-B) beyond voice recognition only.

Activity Target 1:

Submit NCP for approval for a second CROPD field test and user demonstration. Due February 29, 2016

Activity Target 2:

Pending approval, start operational and user demonstration of CROPD at a second field site. Due August 30, 2016

Activity Target 3:

Support development of a technical report describing system and operational requirements, performance expectations, and benefits from the use of speech recognition technology with context information provided by surface surveillance. Due September 30, 2016

Internal Work Activity: AJT-2 Support of CROPD

In FY16, AJT-2 will support AJI to expand the geographic scope of CROPD to reduce runway incursions.

Activity Target 1:

Provide final approval and ATC Management POC for the second field-site for CROPD evaluation. Due November 30, 2015

Activity Target 2:

Coordinate with NATCA National for on-site BUE (bargaining unit) support. Due November 30, 2015

Activity Target 3:

Support development of field evaluation test plan. Due June 30, 2016

Internal Work Activity: AJV Support of CROPD

Expand the geographic scope of CROPD to reduce runway incursions.

Activity Target 1:

Provide standards and procedures support, as needed, to develop a Closed Runway Operation

Internal Work Initiative: Runway Status Lights

Continue to evaluate and deploy runway status lights at 16 ASDE-X airports and 1 ASSC airport.

Internal Work Activity: Deploy Runway Status Lights (RWSL)

Runway Status Lights (RWSL) system deployment to production sites.

Activity Target 1:

Achieve Initial Operation Capability (IOC) at one Runway Status Lights (RWSL) site. Due December 31, 2015

Activity Target 2:

Achieve Initial Operation Capability (IOC) at one Runway Status Lights (RWSL) site. Due March 31, 2016

Internal Work Initiative: Airport Surface Detection Equipment - Model X (ASDE-X) - Tech Refresh & Disposition, S09.01-01

ASDE-X is a surface surveillance system that provides air traffic controllers with a visual representation of the traffic situation on the airport movement area and arrival corridors. It improves the controller's ability to maintain awareness of the operational environment and to anticipate conflicts. ASDE-X Safety Logic (AXSL) uses surveillance information from ASDE-X to determine if the current and projected positions and movement characteristics of tracked aircraft and vehicles present a potential collision situation. Visual and audible alerts are provided to air traffic controllers when safety logic predicts a potential collision. Deployment of the 35 planned ASDE-X systems was completed in FY 2011. Some of the equipment has reached the end of its service life and is no longer supportable. The ASDE-X Tech Refresh program provides for the replacement and upgrade of hardware and software to ensure the continued operation of the surface surveillance system through its designated lifecycle. The ASDE-X program baseline included costs for the periodic replacement of Commercial Off-The-Shelf (COTS) system components; e.g., processors, displays, computer operating systems and Commercially Available Software (CAS). Funding for ASDE-X Tech Refresh began in FY 2012. A study was completed which determined five potential sub projects to be addressed by the ASDE-X Tech Refresh effort. Of the five, three were approved: Obsolete Parts Replacement, Processor Replacement, and UATR

Upgrade. The RU Communications Upgrade and GPS Receiver Upgrade sub-projects are not currently approved. In FY15, critical obsolete parts are being procured and the NRE activities for the Processor Replacement project are being performed.

Internal Work Activity: ASDE-X Tech Refresh Processor Replacement Key Site Assessment

Equipment installation and initial assessment of ASDE-X replacement processors at a key site. In FY15 critical obsolete parts are being procured and the NRE activities for the Processor Replacement project are being performed.

Activity Target 1:

Complete installation of ASDE-X Tech Refresh Processor Upgrade at 7 sites. Due September 30, 2016

Internal Work Objective: Enhance Information System Security

Continuously enhance the FAA's Cyber Security posture through provision of FAA-wide Information Security and Privacy Services that properly secure agency information and reduce risk to breach of Agency Information systems. In addition, AFN will collaborate with DOT to advance capabilities that protect against cyber threats. Successful accomplishment of this objective will be based upon assessment of risks to the system and effective response to those risks.

Internal Work Initiative: Reduce Risk to Agency Internet Protocol (IP) Based Systems

Progressively improve the agency risk posture by implementing vulnerability management processes..

Internal Work Activity: Security and Privacy Response Service

The Security and Privacy Response Service provides continuous monitoring of events and an immediate response to incidents and breaches. The incident response process initiates and coordinates appropriate responses and includes ownership of the incident management process and management of communication both internally and externally as required for incidents. The Office of Information Security and Privacy will enhance the Cyber Incident Response process for the FAA.

Activity Target 1:

Lead the planning and conduct an incident response exercise to validate FAA's Cyber

Incident Response Process and include defined and documented criteria for escalating the incident status. This exercise should include at a minimum AIT, the NAS Cyber Operations (NCO) and Security and Hazardous Materials (ASH). Report findings to AIS-1 and the Cybersecurity Steering Committee with recommended updates to FAA's security processes. Due June 30, 2016

Internal Work Activity: Security Compliance Service

The Security Compliance Service monitors compliance with applicable requirements, tracks response through remediation, and communicates this information to the system owners. The service supports internal audits and external audit initiatives and reporting.

Activity Target 1:

Complete the analysis of all FAA's FISMA reportable inventory systems for accuracy of identified FIPPS impact levels. Due September 30, 2016

Internal Work Activity: Vulnerability Management Processes

Support agency vulnerability management process by providing cyber incident information.

Activity Target 1:

Continue to implement vulnerability management processes to address 80% of the IP high value threats and vulnerabilities identified in the DHS Cyber Hygiene Report within 30 days or as directed by AIS-1. Reported cumulative year-to-date. Due September 30, 2016

Activity Target 2:

Address 80% of IP based high value risks within 30 days. Continue to provide information to the Cybersecurity Steering Committee to assure consistent risk acceptance decisions. Visualize vulnerabilities on all IP based systems. (OSM/OSI) Due September 30, 2016

Internal Work Activity: Information Security Continuous Monitoring (ISCM), including Continuous Diagnostics and Mitigation (CDM)

Provide near real-time information about the agency's hardware, software and vulnerabilities. Update policy, plans, and concept of operations to support ISCM.

Activity Target 1:

Continue enhancements to the cybersecurity data visualization dashboard to include information

about the Missions Support, R&D and NAS Domains. Due March 31, 2016

Activity Target 2:

Complete Service Readiness Review (SRR) of the CMaaS (Continuous Monitoring as a Service) baseline. Deliver Baseline Report and recommendations to AIS-1 and the Cybersecurity Steering Committee. Due April 30, 2016

Activity Target 3:

Ensure agency transition to FAA operations of CMaaS approved baseline. Due September 30, 2016

Activity Target 4:

Modify the draft Information Security Continuous Monitoring (ISCM) Concept of Operations to incorporate comments received from external LOBs. Deliver to the Cybersecurity Steering Committee for approval. Due September 30, 2016

Internal Work Initiative: Information Security and Privacy Services

Continuously enhance the FAA's Cyber Security posture through provision of FAA-wide Information Security and Privacy Services that properly secure agency information and information systems.

Internal Work Activity: Security and Privacy Liaison Service

The Security and Privacy Liaison Service provides relationship management between consumers and the Information Security and Privacy group. In addition, coordinates policies, awareness training, as well as situational awareness communications.

Activity Target 1:

Resolve comments and finalize updates to FAA Order 1370.82a, Information Security Policy, in coordination with internal AIT organizations as well as external LOBs/SOs. Due March 31, 2016

Activity Target 2:

Update FAA Cybersecurity Strategy 2016-2020. Due September 30, 2016

Internal Work Objective: Incident Preparedness and Response

Through an integrated system of policy, procedures, personnel, facilities, communications and exercises, the Preparedness and Response Division (AEO-200) ensures FAA officials have timely, decision-quality information to plan and then direct essential operations in times of crisis -- both natural and manmade. It also issues policy and

guidance for Continuity planning and COOP implementation.

Internal Work Initiative: Update JO 1900.47 (Air Traffic Control Operational Contingency Plans)

It is imperative that NAS-wide ATC incident preparedness and response policy guidance and structure exist to support national and regional operations during serious or catastrophic incidents. Air Traffic Procedures (AJV-8) will ensure ATC preparedness and response policy and procedures are updated to meet the growing demands of the NAS in order for facilities to create Air Traffic Control Operational Contingency Plans (OCPs). These plans are to be utilized during events that result in a reduced Operational Contingency Level (OCL).

Internal Work Activity: Air Traffic Control Preparedness and Response for Serious or Catastrophic Incidents

Ensure ATC preparedness and response policy and procedures are updated to meet the growing demands of the NAS in order for facilities to create Air Traffic Control Operational Contingency Plans (OCPs).

Activity Target 1:

Participate in SMS activities to update JO 1900.47 (Air Traffic Control Operational Contingency Plans). Due November 30, 2015

Activity Target 2:

Provide policy and procedural support in updating JO 1900.47 (Air Traffic Control Operational Contingency Plans). Due December 31, 2015

Internal Work Objective: Runway Excursions

Establish a baseline and reduce the number of runway excursions through FY 2016.

Internal Work Initiative: Develop a Baseline and Implement Programs to Reduce Risk of Runway Excursions

Runway excursions are one of the leading causes of aircraft damage and injuries worldwide. The Air Traffic Organization is charged with developing a baseline and implementing programs to reduce the risk of runway excursions. The key to the success of the Runway Safety Program in reducing runway excursions is bringing together Air Traffic Controllers, Airport Operators, pilots and aviation organizations and working

together effectively to proactively assess and mitigate risks.

Internal Work Activity: Identify Runway Excursion Risk

Support decision-making through increased data collection and a more robust severity classification system: Improve the existing runway excursion database through automated web-based means and by refining the data elements collected from personnel within air traffic facilities. Improve the existing severity classification system to align with the ATO's Safety Management System. Provide value-based information to stakeholders through runway excursion analysis.

Activity Target 1:

Identify runway excursion risk by creating an automated analytical framework that categorizes events into the severity classifications within the ATO's Safety Management System. Due May 1, 2016

Activity Target 2:

Identify excursion risk by enhancing the collection of excursion data within the Comprehensive Electronic Data Analysis and Reporting (CEDAR) system. Due September 30, 2016

Activity Target 3:

Distribute runway excursion data for LRSAT review to all ATMs. Coordinate reliable and consistent data sharing of safety information between Runway Safety and aviation stakeholders. Due September 30, 2016

Internal Work Initiative: Promotion of the Airport Construction Advisory Council (ACAC)

The Airport Construction Advisory Council (ACAC) is dedicated to ensuring the safety of all stakeholders operating in the National Airspace System (NAS) during all runway and taxiway construction projects. Through the establishment of regularly scheduled, industry wide TELCON meetings, construction site visits by the ACAC core members, and the publishing of construction notices via the NOTAM system, ACAC ensures that communication is complete and consistent. The ACAC strives to serve as a conduit for sharing good operating practices between managers throughout the NAS. The ACAC is responsible for transforming appropriate strategies and best practices into future Air Traffic Organization policy to perpetuate operational safety during all construction.

Internal Work Activity: Airport Construction Advisory Council (ACAC) Support to Aeronautical Information Management

Automate the distribution of airport construction information to pilot, vehicle operator, and airport communities. Coordinate timely access to construction information and geographic information system (GIS) data for Aeronautical Information Management (AJV-2).

Activity Target 1:

Obtain contractor support for ACAC analytical support for ongoing manual creation of construction notice diagrams. Due October 31, 2015

Activity Target 2:

Identify the most efficient and effective platform on which to build an automated distribution system for ACAC construction notices. Due June 30, 2016

Activity Target 3:

Begin development of selected platform. Due September 30, 2016

Internal Work Objective: Expanding Risk-Based Decision-Making/ATO Blueprint (AJI Business Plan Goal #2)

AJI Business Plan Goal #2: Ensure that decisions are made based on quantitative and/or qualitative safety risk assessments.

Internal Work Initiative: Safety Data for ATO Blueprint (AJI-33)

Provide analytical support to identify safety risk and assess the effectiveness of mitigation strategies.

Internal Work Activity: Risk Analysis Processes (RAP)- Risk Assessment Support (AJI-333)

Develop methods for NAS Enterprise quantitative risk analysis. Lead collaborative research initiatives to assess safety risk.

Activity Target 1:

Modify the Airborne and Surface Risk Analysis Processes (RAPs) to address the strength and reliability of barriers, and to redesign the Repeatability section of the RAP tools. Finalized process. Due July 31, 2016

Activity Target 2:

Define a subset of occurrences which would not be included as Risk Analysis Events under current definitions, but which deserve further analysis (subset will include but not be limited to Minimum Vectoring Altitude (MVA) Violations or Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisory (RAs). Make recommendations for changes to the risk analysis process. Due August 31, 2016

Activity Target 1:

Measure and report on the percentage of Program Offices reporting their monthly action plan status on time. Interim status report due March 31, 2016. Finalized report. Due September 30, 2016

Activity Target 2:

Ensure that 100 percent of Program Offices seeking an ISD meet the ISD Entrance Criteria. Interim status report due March 31, 2016. Finalized report. Due September 30, 2016

Internal Work Initiative: Safety Risk Assessments (AJI-32)

Provide Independent Safety Assessment support for designated NAS systems.

Internal Work Activity: Independent Operational Assessment (AJI-321) (CIP: M25.00-00)

Conduct Independent Operations Assessments (IOAs) of designated system acquisitions to ensure an acceptable level of safety risk prior to operational deployment.

Activity Target 1:

Working with the IOA Designation Working Group and IOA Designation Board, develop recommended candidates for IOA in FY17, obtain consensus, prepare and deliver the FY17 IOA Designation Memorandum to the Vice President for ATO Safety and Technical Training. Due June 30, 2016

Activity Target 2:

Using the IOA Technical Process, monitor System Test activities, conduct assessments, and provide results, including operational readiness determinations for national deployment, to the In-Service Decision (ISD) authorities. Report status of completed assessment(s) by March 31, 2016. Finalized assessment report. Due September 30, 2016

Activity Target 3:

Using the IOA Technical Process, conduct post-ISD assessments and reassessments as required, and provide results to the ISD authorities. Report status of completed assessment(s) by March 31, 2016. Finalized assessment report. Due September 30, 2016

Internal Work Activity: In-Service Decision Secretariat (AJI-321)

Coordinate the planning, In-Service Review, In-Service Decision (ISD), and post-ISD processes for Program Offices deploying solutions in the NAS.

Internal Work Objective: Establish Certified Safety Management Specialist Program (AJI Business Plan Goal #6)

AJI Business Plan Goal #6: Establish a Certified Safety Management Specialist Program to serve as operational safety advocates. This objective will be accomplished when the curriculum, position description, and certification criteria have been established.

Internal Work Initiative: Certify Safety Management Specialists (AJI-31)

Identify, train, and certify a professional class of Certified Safety Management Specialists (CSMSs) who will be responsible for managing safety performance, analysis, corrective actions, and measurement.

Internal Work Activity: Manage CSMS Project (AJI-31)

Oversee the development of the CSMS Project Plan and propose solutions. The premise is to create a specialist position at defined Air Traffic facilities with specific safety-related skills, competencies and training. These individuals will receive safety management certification through a process of specialized education, experience, and mentoring programs. The result will be safety management professionals who are well qualified to provide advice for safety programs locally and also manage the local implementation of national safety initiatives.

Activity Target 1:

Propose skill sets and job criteria. Due December 31, 2015

Activity Target 2:

Propose position description, competency, and certification requirements. Due March 31, 2016

Activity Target 3:

Obtain COO approval of CSMS Business and Safety Cases. Due August 30, 2016

Internal Work Objective: Hazard Risk Mitigations (Top 5) (AJI Business Plan Goal #8)

AJI Business Plan Goal #8: Identify and address the Top 5 Hazards in the NAS for FY16.

Internal Work Initiative: Hazard Risk Mitigations

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

Internal Work Activity: Annual Top 5 Hazards Risk Mitigation

Coordinate the development of the corrective action plan and the implementation of 80% of the approved mitigation strategies to address the top five (5) hazards in the NAS.

Activity Target 1:

Plan, establish, and facilitate a Corrective Action Plan development team to address the Top 5 Hazards no later than October 31, 2015. Develop and facilitate approval of the Corrective Action Plans. Due December 31, 2015

Activity Target 2:

Track the implementation of mitigations/interventions identified for all ATO Top 5 Corrective Action Plans. Follow-up with stakeholders to ensure that 80% of all identified activities are implemented. Due September 30, 2016

Internal Work Activity: Determine Effectiveness of Top 5 Corrective Action Plans from Previous Fiscal Years

Develop methodology to determine effectiveness of mitigation strategies developed to address previous Top 5 Hazards.

Activity Target 1:

Review and publish an overview on performance measures for FY12-14 Top 5 issues. Due March 1, 2016

Activity Target 2:

Determine which hazards require re-assessment and risk treatment. Due March 31, 2016

Activity Target 3:

Conduct an SRM Panel for each hazard requiring re-assessment and define additional mitigation strategies. Due August 31, 2016

Internal Work Activity: AJT Support of Hazards Mitigation

From the Corrective Action Plan identify and implement 80% of the approved interventions to mitigate the top 5 hazards associated with airborne losses of separation.

Activity Target 1:

Provide Air Traffic Services (Terminal and En Route) SME support as needed to develop Corrective Action Plans (CAP) to mitigate the Top 5 Hazards associated with airborne losses of separation. Due November 30, 2015

Activity Target 2:

Provide Air Traffic Services (Terminal and En Route) SME support as needed to implement 80% of the approved interventions to mitigate the top 5 Hazards associated with airborne losses of separation, as identified in the Corrective Action Plans. Due September 30, 2016

Internal Work Activity: AJW Support of Hazards Mitigation

From the Corrective Action Plan identify and implement 80% of the approved interventions to mitigate the top 5 Hazards associated with airborne losses of separation.

Activity Target 1:

Provide operational support as needed to develop Corrective Action Plans (CAP) to mitigate the Top 5 Hazards associated with airborne losses of separation. Due November 30, 2015

Activity Target 2:

Provide operational support as needed to implement 80% of the approved interventions to mitigate the top 5 Hazards associated with airborne losses of separation. Due September 30, 2016

Internal Work Activity: AJV Support of Hazards Mitigation

From the Corrective Action Plan identify and implement 80% of the approved interventions to mitigate the top 5 Hazards associated with airborne losses of separation.

Activity Target 1:

Provide operational and procedural support, as needed, to develop Corrective Action Plans (CAP) to mitigate the Top 5 Hazards associated with airborne losses of separation. Due November 30, 2015

Activity Target 2:

Provide operational and procedural support, as needed, to implement 80% of the approved interventions to mitigate the top 5 Hazards associated with airborne losses of separation. Due September 30, 2016

Deliver Benefits Through Technology/Infrastructure

The current National Airspace System (NAS) has served the FAA and its stakeholders well for the past 50 years. Today, however, there are new trends that require fundamental changes to the NAS. Over the past 10 years, the agency has seen: dramatic technological change, fuel price increases, congestion concentrated in fewer hubs, new user entrants (e.g., Unmanned Aircraft Systems (UAS) and Commercial Space), an increasing backlog of much needed infrastructure modernization projects, and funding uncertainty. With minimal aircraft operations growth, NAS cost efficiency per operation or mile flown has been adversely affected. Meanwhile, the network of FAA facilities, infrastructure, and technology is aging and sprawling.

To build the NAS of the future, the agency must ensure timely delivery of prioritized NextGen capabilities, enable the safe and efficient integration of new users, and provide more efficient, streamlined services to NAS users. Building a more efficient NAS of the future will require difficult decisions regarding redefining service offerings, and rebalancing resources to align with future air traffic demands.

The NAS is undergoing a fundamental transformation to a smaller, more efficient system with increased safety and user benefits. The NAS strategy, articulated through the "guiding principles," sets the framework for prioritizing investment decisions and delivering measurable user benefits.

NAS Guiding Principles

- Provide safe, secure, and efficient services to NAS users in the most cost effective and innovative manner.
- Impose least amount of control while maintaining safety.
- Incorporate new user entrants (e.g., UAS and Commercial Space).
- Reduce impact on the environment.

Under the FAA's Strategic Initiatives ATO concentrates on NAS Efficient, Streamlined Services (NESS) and Achieving NextGen Benefits with Automatic Dependent Surveillance-Broadcast (ADS-B), NAS Voice Switching, System Wide Information Management (SWIM), and Terminal Automation Modernization and Replacement (TAMR).

In October 2014 the FAA submitted the NextGEN Priorities Joint Implementation Plan to the U.S. Congress, which contains the high-level commitments of FAA and the aviation community and a timeline of capability milestones and locations. The commitments continue through FY2017. ATO implements NextGen capabilities in four focus areas: Improved Multiple Runway Operations, Performance Based Navigation, Surface Operations and Data Communications.

Strategic Objective: National Airspace System (NAS)

Lay the foundation for the NAS of the future by achieving prioritized NextGen benefits, integrating new user entrants, and delivering more efficient, streamlined services.

Strategic Initiative: NAS Efficient, Streamlined Services

Reduce FAA's operations by creating a more efficient streamlined NAS.

Strategic Activity: Achieve Efficiency and Improvement in Order to Reduce Operations Costs

Work with sub-initiative leads to develop strategy, determine cost savings and establish targets and implementation plans to achieve and track cost savings.

Activity Target 1:

Track FY2016 cost savings. Due September 30, 2016

Activity Target 2:

Identify FY2017 cost reduction opportunities and document in cost savings templates. Due July 31, 2016

Strategic Activity: Human Weather Observers

Optimize the resource provisions of the four integrated core weather functions (observation, forecast, dissemination & assessment) with current and anticipated future demands.

Activity Target 1:

Complete Contract Weather Observer to LAWRS Service Risk Management Panel - Western Service Area. Due February 28, 2016

Activity Target 2:

Complete Contract Weather Observer to LAWRS

Service Risk Management Panel - Eastern Service Area. Due March 31, 2016

Activity Target 3:

Complete Contract Weather Observer to LAWRS Service Risk Management Panel - Central Service Area. Due March 31, 2016

Activity Target 4:

Establish waterfall schedule to transition agreed upon towers to Limited Aviation Weather Reporting System (LAWRS) - Certified Controllers providing automated weather system augmentation and backup Due May 31, 2016

Activity Target 5:

Transition agreed upon towers to Limited Aviation Weather Reporting System (LAWRS)-Certified Controllers providing automated weather system augmentation and backup. Due September 30, 2016

Strategic Activity: Reduce NAS Infrastructure in Support of the Transition to Performance Based Navigation (PBN): Cancel at Least 400 Instrument Flight Procedures (IFPs)

Cancel unused or underutilized instrument flight procedures (IFPs).

Activity Target 1:

Cancel at least 50 instrument flight procedures (IFPs). Due December 31, 2015

Activity Target 2:

Cancel 150 Instrument Flight Procedures (IFPs). Due March 31, 2016

Activity Target 3:

Cancel 100 Instrument Flight Procedures (IFPs). Due June 30, 2016

Activity Target 4:

Cancel 100 Instrument Flight Procedures (IFPs), for a grand total of at least 400 IFPs cancelled in FY16 Due September 30, 2016

Strategic Activity: NAS Lean Maintenance and Revalidation Program (LMRP): Decommission at Least 5 Non-Directional Beacons (NDBs).

Initiate activities to drive the transformation of the NAS through cost effective life cycle planning and integration with NextGen.

Activity Target 1:

Identify 5 NDBs for decommissioning. Due November 30, 2015

Activity Target 2:

Decommissioning at least 5 Non-Directional Beacons (NDBs). Due September 30, 2016

Strategic Activity: NAS Lean Maintenance and Revalidation Program (LMRP), Disposition at least 8 Non-Directional Beacons (NDBs).

Initiate activities to drive the transformation of the NAS through cost effective life cycle planning and integration with NextGen.

Activity Target 1:

Identify 8 NDBs for dispositioning. Due December 31, 2015

Activity Target 2:

Disposition at least 8 Non-Directional Beacons (NDBs). Due September 30, 2016

Strategic Activity: NAS Lean Maintenance and Revalidation Program (LMRP): Remove 31 TACAN/TACR systems from service, including converting existing antenna systems to High Gain Distance Measuring Equipment (DME) Antennas.

Initiate activities to drive the transformation of the NAS through cost effective life cycle planning and integration with NextGen.

Activity Target 1:

Confirm Tactical Aircraft Control and Navigation/TACANs at VOR (TACAN/TACR) kits installed at the first set of 8 locations out of 31. Due December 31, 2015

Activity Target 2:

Confirm Tactical Aircraft Control and Navigation/TACANs at VOR (TACAN/TACR) kits installed at the second set of 8 locations out of 31. Due March 31, 2016

Activity Target 3:

Confirm Tactical Aircraft Control and Navigation/TACANs at VOR (TACAN/TACR) kits installed at the third set of 8 locations out of 31. Due June 30, 2016

Activity Target 4:

Confirm Tactical Aircraft Control and Navigation/TACANs at VOR (TACAN/TACR) kits installed at

the last set of 7 locations out of 31. Due September 30, 2016

Activity Target 5:

Remove 31 Tactical Aircraft Control and Navigation (TACAN) at Very High Frequency Omni-Directional Range (VOR) (TACR) systems from service by the end of FY16, including converting the existing antenna systems to High Gain Distance Measuring Equipment (DME) Antennas. Due September 30, 2016

Strategic Activity: Section 804. Consolidation and Realignment of FAA Services and Facilities. Draft National Facilities Realignment and Consolidation Report, Year 2.

Facilities Realignment and Consolidation Collaborative Initiative

Activity Target 1:

Develop initial recommendations for Year 2 report. Due February 29, 2016

Activity Target 2:

Draft National Facilities Realignment and Consolidation Report, Year 2. Due April 30, 2016

Strategic Activity: Section 804. Consolidation and Realignment of FAA Services and Facilities. Define scope and initiate analysis of Year 3 realignment scenarios.

Facilities Realignment and Consolidation Collaborative Initiative

Activity Target 1:

Define scope of Year 3 facilities for realignment analysis. Due December 15, 2015

Activity Target 2:

Initiate analysis for the first Year 3, realignment analysis with potential transfer facility and potential receiver facilities. Due February 29, 2016

Strategic Activity: Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON) Implementation: Discontinue three (3) Very High Frequency Omni-directional Ranges (VORs)

Initiate the implementation activities for the VOR MON program to include instrument Flight Procedure and Routes, Spectrum Implementation, addressing

co-located services and individual VOR Safety Risk Management process.

Activity Target 1:

Establish agreement with Aeronautical Information Services (AJV-5) Due April 30, 2016

Activity Target 2:

Complete 50% of the procedure actions required to discontinue three (3) Very High Frequency Omni-directional Ranges (VORs). Due April 30, 2016

Activity Target 3:

Discontinue the first of three (3) Very High Frequency Omni-directional Ranges (VORs). Due June 30, 2016

Activity Target 4:

Conduct VOR MON program coordination meeting with stakeholders, to finalize the FY16 implementation plan Due July 31, 2016

Activity Target 5:

Discontinue three (3) Very High Frequency Omni-directional Ranges (VORs). Due September 30, 2016

Strategic Activity: Flight Service Stations: Develop and document Flight Service NAS Initiative (FSNI) phase 4 activities and identify work products.

Transform operational service delivery methods by adaptation of innovative technologies and business solutions (examples: activity realignment, reengineering, and consolidation).

Activity Target 1:

Develop a work product decision tool. Due December 31, 2015

Activity Target 2:

Identify alternatives for NOTAM entry and dissemination, VFR SAR, remaining Clearance relay, Security Flight Plans, Inflight. Due March 31, 2016

Activity Target 3:

Finalize solution for each change. Due June 30, 2016

Activity Target 4:

Identify artifacts for each change. Due September 30, 2016

Strategic Activity: Flight Service Stations: Obtain approval through the FSNI approval process to begin implementation of Part 1 of the clearance delivery solution.

Transform operational service delivery methods by adaptation of innovative technologies and business solution. Part 1 will encompass a telephone solution at TRACONS and Approach Control facilities that regularly staff a clearance deliver (or similar) position. Facilities that currently have a clearance delivery phone system in place would not be affected by this change.

Activity Target 1:

Finalize solution collaboratively with AJT and NATCA through the Scoping Document process. Due April 30, 2016

Activity Target 2:

Complete Safety Risk Management Document/Decision Memo (SRMD/DM). Due July 31, 2016

Activity Target 3:

Obtain Policy Decision Memo approval. Due September 15, 2016

Activity Target 4:

Obtain approval through the FSNI approval process to begin implementation of Part 1 of the clearance delivery solution. Due September 30, 2016

Strategic Activity: Performance Based Navigation (PBN) NAS Navigation (Nav) Strategy

Create a 15-year strategy to transition the NAS to Performance Based Navigation (PBN) that will make PBN the means of navigation in the NAS with other conventional means available only for resiliency. These changes will bring improvements in aircraft navigation performance while providing an opportunity to increase efficiency, predictability, and flexibility.

Activity Target 1:

Coordinate the draft PBN NAS Nav strategy with, and receive comment from, the Performance Based Navigation Aviation Rulemaking Committee (PARC). Due March 31, 2016

Activity Target 2:

Coordinate draft PBN NAS Nav strategy with, and receive comments from the NextGen Advisory Committee (NAC). Due June 30, 2016

Activity Target 3:

Finalize the PBN NAS Nav strategy for final stakeholder coordination. Due September 30, 2016

Strategic Activity: Flight Service Stations: Obtain concurrence for business alternatives associated with the next flight service contract (FFSP)

Increase the use of technology and encourage innovative solutions and business models to gradually draw down services currently provided by Flight Service (with focus on the Core Safety Functions) through implementation of the next flight service contract (FFSP).

Activity Target 1:

Submit draft Screening Information Request (SIR) to Contracting Officer for release to Industry. Due July 31, 2016

Activity Target 2:

Draft Initial Program Requirements Document submitted to AMS Stakeholders for approval. Due May 31, 2016

Activity Target 3:

Provide final Draft Memorandum of Agreement to Aircraft Owners and Pilots Association (AOPA). Due February 29, 2016

Activity Target 4:

Submit Initial Draft Cost Basis of Estimate, Benefits Basis of Estimate and Life Cycle Cost Estimate to IP&A for approval. Due September 30, 2016

Strategic Initiative: NAS Automation for Commercial Space

Develop and implement capabilities for automating processes used for accommodating launch and reentry operations in the NAS.

Strategic Activity: ATCSCC Support of NAS Integration of Commercial Space

AST and ATO partner to demonstrate and document processes for the safe integration of commercial space launches including Verification and Validation of a Predictive Analysis Tool (PAT).

Activity Target 1:

Publish findings and process update reports on a quarterly basis to include a comparison of projected versus observed number of impacted

aircraft and impact miles. Due September 30, 2016

Activity Target 2:

Report on validation PAT prototype to increase NAS efficiency during periods of low volume traffic. Due September 30, 2016

Strategic Activity: Update Acquisition Management System (AMS) artifacts in order to support future capital investment related to NAS integration of commercial space.

Explore the feasibility of a NAS integration capability for commercial space.

Activity Target 1:

Provide support to update the preliminary Shortfall Analysis (pSFA) building on the draft completed in FY2015. Due July 31, 2016

Activity Target 2:

Provide support to update the Concept of Operations (ConOps) building on the draft developed in FY2015. Due September 30, 2016

evaluate and certify both ground-based and space based navigational equipment including facilities for Federal, State, Department of Defense (DoD), private and international customers. This mission requires aircraft equipped with specialized test equipment (Automatic Flight Inspection System (AFIS) and NextGen Automatic Flight Inspection system (NAFIS)). The Aircraft Related Equipment (ARE) program ensures the FAA's flight inspection aircraft fleet is equipped with systems required for inspecting, certifying, modernizing and sustaining the NAS and evolving NextGen requirements. The FI aircraft fleet is composed of 32 specially equipped aircraft. Currently, 66 percent of the FI fleet is limited in its support capabilities. This program provides the technical equipment upgrades and/or replacements to existing aircraft, avionics, and flight inspection mission equipment to meet current and future performance requirements. It also provides the Flight Operations Management System (FOMS) (used to schedule and manage the inspection process) and the navigation facility data upgrades needed for the inspection systems. The new equipment provides the capability for flight validation & inspection of: * WAAS/LPV/LP. * RNP/ Special Aircraft and Aircrew Authorization Required (SAAR). * RNAV SIDs/STARs. * DME/DME and GPS routes. * ADS-B. * Wide Area Multi-lateration (WAM).

Internal Work Objective: Sustain National Airspace System Reliability and Availability

Sustain the Reliability and Availability of the National Airspace System.

Internal Work Initiative: Management of Technical Operations

Provide operational and financial management and oversight to the Technical Operations Service Unit.

Internal Work Activity: Management of Technical Operations

Provide operational and financial management and oversight to the Technical Operations Service Unit.

Activity Target 1:

Provide operational and financial management and oversight to the Technical Operations Service Unit. Due September 30, 2016

Internal Work Initiative: Aircraft Related Equipment Program, M12.00-00

The FAA's worldwide flight inspection (FI) mission is to evaluate and certify instrument flight procedures and to

Internal Work Activity: Flight Inspection Aircraft (Avionics & Mission Equip/Systems Modernization)

Projects related to modernizing aircraft avionics or mission equipment/systems to support new or changing regulatory requirements necessary to provide flight inspection of Performance Based Navigation and implementation of evolving NextGen systems. NAFIS - Next Generation Automatic Flight Inspection System FIAPA - Flight Inspection Airborne Processor Application

Activity Target 1:

Begin FIAPA Block II Developmental Test & Evaluation (RNAV and RADAR) Due December 31, 2015

Activity Target 2:

Complete FIAPA Block II Design & Code Development Due June 30, 2016

Activity Target 3:

Deploy NAFIS Phase II on CL-605 and BE-300PL aircraft Due September 30, 2016

Internal Work Initiative: Flight Inspection Services, Operations

Perform airborne inspection of civil and military NAVAIDS; perform flight validation/certification of

Instrument Flight Procedures (IFPs); and provide services to NextGen programs and other FAA and non-FAA project sponsors that require flight inspection support.

Internal Work Activity: Flight Inspection Operations (NAS maintenance/sustainment)

Conduct periodic and special maintenance inspections of civil and military NAVAIDS as required by FAA Order 8200.1, and conduct flight validation/certification of original and amended Instrument Flight Procedures (IFPs).

Activity Target 1:

Complete 93% of restoral inspections within 48 hours when weather and Air Traffic Control permit. Due September 30, 2016

Activity Target 2:

Complete 97% of all periodic flight inspections before the expiration date of the periodic interval. Due September 30, 2016

Internal Work Initiative: AJO/AJW-11 BUSINESS MANAGEMENT GRP (WA88800000)

Provide oversight for managerial operations and fiscal decisions for AJW-1

Internal Work Activity: Manage Operations Support (OS) Financial

Manage Operations Support financially.

Activity Target 1:

Execute 99.5% of the current years OPS funding. Due September 30, 2016

Internal Work Initiative: National Test Equipment Program, M17.01-01

The National Test Equipment Program (NTEP) is responsible for the purchase, calibration, maintenance, and management of FAA test equipment at over 41,000 sites. NTEP ensures that the NAS equipment operates within technical and safety specifications. The test equipment is used by technicians to troubleshoot, repair, and certify new and legacy systems. Operational NAS systems must be certified by this test equipment before being returned to service. Analysis conducted during the Service Analysis and Concept and Requirements Development (CRD) phases indicates that between 19%-25% of the 77,000 pieces of Test Equipment (TE) require replacement, with an estimated cost of approximately \$320M. Some existing test equipment is more than 30 years old and spare parts for this old

equipment are no longer manufactured, so it must be replaced. Replacement of the current analog test equipment must be forward compatible with the advanced digital technology being deployed through NextGen. Current requirements reflect critical need for Transmission (TS), Comm Service Monitors, Signal Generators, and Oscilloscopes. In addition, the NTEP will seek to improve the safety of certain procedures as technology enhancements reduce the need to perform certain functions, such as climbing high towers. Within the Acquisition Management System process, the program is currently executing the Concept and Requirements Development phase with the Investment Analysis Readiness Decision (IARD) due by March 2012. Following a successful IARD, the Final Investment Decision (FID) is expected in March 2013. These milestones have been incorporated on the FAA's Enterprise Architecture (EA) Roadmap for Facilities. If approved at the FID, the program's spend plan has prioritized satisfying the TE shortfall at the FAA's Core 30 airports.

Internal Work Activity: Test Equipment (TE)

Test Equipment

Activity Target 1:

30 pieces of test equipment (comprised of a combination of Comm Service Monitor, Telephone Test Sets, Cable and Antenna Analyzer) will be delivered across the Technical Operations Service Areas. Due September 30, 2016

Internal Work Initiative: AJO/AJW-13 NAS INTEGRATION & SUPPORT GROUP (WA8E110000)

Responsible for Technical Operations for Capital Investment Programs along with NEXTGEN integration and implementation of systems in the NAS. We provide the policies, management visibility, and processes for Technical Operations lifecycle management support for NAS systems through initial acquisition, solution implementation, and receipt of equipment, installation of equipment, maintenance and final disposition. We provide tracking and control, maintenance operational concepts, maintenance policies, sustainment requirements, Human Systems Integration, remote maintenance monitoring requirements and supply support requirements to the Program Management Office, NEXTGEN Office and Mission Support Organizations.

Internal Work Activity: Facilitate Management of NAS Performance

Manage and maintain operation of NAS systems and equipment.

Activity Target 1:

Review of all In-Service Management documentation (Maintenance Handbooks, Technical Instructions, Notices, Safety Alerts, Maintenance Alerts.). Due September 30, 2016

Internal Work Activity: Publish Policies, Handbooks and Directives

Publish and distribute various documents to improve the NAS.

Activity Target 1:

Maintain and track all actionable policies. Due September 30, 2016

Internal Work Activity: Manage Acquisition Activities

Manage NAS pre-deployment activities.

Activity Target 1:

Review Implementation Strategy and Planning Document (ISPD) and the Integrated Logistics Report (ILSP) within 30 days of receipt. Due September 30, 2016

Internal Work Activity: Reliability Centered Maintenance (RCM)

Develop RCM standard and familiarization.

Activity Target 1:

Evaluate 4 NAS systems on RCM and provide recommended maintenance plan. Due September 30, 2016

Internal Work Activity: Store Credits

Management of Spare/Replacement Parts.

Activity Target 1:

Establish the Store Credit Program in accordance with industry best standard for supply chain management utilizing the Supply Chain Optimization Reference model. Success will be measured using key performance measure of reliability, responsiveness, agility, cost and asset management. Due September 30, 2016

Internal Work Activity: Remote Monitoring and Logging System (RMLS)

Remote Monitoring and Logging System (RMLS) Technical Refresh

Activity Target 1:

Security Proof of Concept completed Due September 30, 2016

Internal Work Initiative: AJO/AJW-14 NATL AIRWAYS SYS ENG GRP (AC88500000)

Develops, tests and issues hardware, software & technical documentation enhancements to address national operational maintenance and reliability problems. Supports surveillance, navigation, and infrastructure facilities to ensure safe, reliable, and efficient operations. Also provides field support in response to NAS related problems and supports new system Acquisition & Modernization programs.

Internal Work Activity: Systems Engineering Analysis

Through systems engineering analysis, fix and enhance the NAS and non-NAS hardware, software and documentation

Activity Target 1:

Complete 170 system improvements within fiscal year. Due September 30, 2016

Internal Work Activity: Publish Policies, Handbooks and Directives

Publish and distribute various documents to improve the NAS.

Activity Target 1:

Complete 45 document improvements within the fiscal year. Due September 3, 2016

Internal Work Activity: Provide Restoration Support

Provide technical assistance for restoration/on-site requests when required. Noting that restorations may not require on-site assistance. A restoration may be facilitated via telephone assistance.

Activity Target 1:

Complete 350 restoration/on-site support within the fiscal year. Due September 30, 2016

Internal Work Activity: Provide Technical Assistance through Field Support

Administer technical support to manage and maintain NAS systems.

Activity Target 1:

Complete 7500 requests for assistance within the fiscal year. Due September 30, 2016

Internal Work Initiative: AJO/AJW-17 COMM, FLT SERV & WX ENG GROUP (CT88800000)

Replace with: Provides engineering services, 24x7 second level support and maintains Baseline Configurations for NAS Systems within Communications, Flight Service, and Weather domains.

Internal Work Activity: Provide Technical Assistance through Field Support

Administer technical support to manage and maintain NAS systems.

Activity Target 1:

Complete 3000 requests for assistance within the fiscal year. Due September 30, 2016

Internal Work Activity: Provide Restoration Support

Provide technical assistance for restoration support requests when required. Note that restorations may not require on-site assistance. A restoration may be facilitated via telephone assistance.

Activity Target 1:

Complete 225 restoration/on-site support within the fiscal year. Due September 30, 2016

Internal Work Activity: Publish Policies, Handbooks Directives

Publish and distribute various documents to improve the NAS.

Activity Target 1:

Complete 35 document improvements. Due September 30, 2016

Internal Work Activity: System Engineering Analysis

Through system engineering analysis, fix and enhance the NAS and non-NAS hardware, software and documentation.

Activity Target 1:

Complete 125 system improvements within the fiscal year. Due September 30, 2016

Internal Work Initiative: AJO/AJW-1C2 Spectrum Assignments and Engineering Team (WA8D200000)

Manages and coordinates the daily use of the aeronautical radio frequencies in the United States for all FAA, non-Federal, Military, and other Federal

agencies. Manages and develops policies for the electromagnetic compatibility portion of the Obstruction Evaluation / Airport Airspace Analysis Program (OE/AAA). Performs electromagnetic analyses to protect NAS systems from DoD operations. Develops frequency engineering models and maintains the Automated Frequency Management System. Provides radio frequency assignment support of NextGen initiatives.

Internal Work Activity: Manage Radio Frequency Assignments

Manage radio frequency spectrum to satisfy NAS requirements.

Activity Target 1:

Provide 100% of the new radio frequency assignment requests by the system's commissioning date. Due September 30, 2016

Activity Target 2:

Complete Extended Service Volumes (ESV) requests in support of area navigation / required navigation performance (RNAV / RNP) requirements within 90 days. Due September 30, 2016

Activity Target 3:

Continue to develop the WebFCR internet portal and complete the transition of all FAA, government, and non-federal customers to WebFCR for submitting 100% of their frequency coordination requirements. Due September 30, 2016

Activity Target 4:

Provide a response to 90% of radio frequency coordination requests within 30 days. Due September 30, 2016

Internal Work Initiative: AJO/AJW-1C8 RADIO FREQUENCY INTERFERENCE TEAM

Conducts Radio Frequency Interference (RFI) investigations to restore NAS systems.

Internal Work Activity: Resolve RFI Cases

Resolve Radio Frequency Interference cases within a certain amount of time.

Activity Target 1:

Resolve 82% of new RFI cases within 9 days. Due September 30, 2016

Internal Work Initiative: NAS QUAL ASSURANCE & PERF GROUP (WA8E00000)

TBD.

Internal Work Activity: National Oversight to the NASTEP Program

Provide national oversight to the NAS Technical Evaluation Program.

Activity Target 1:

Ensure the national NASTEP PM participates on at least two (3) Technical Field Evaluations during FY15. Due September 30, 2016

Activity Target 2:

Ensure 10% of NASTEP eligible Tech Ops facilities are visited annually. Due September 30, 2016

Activity Target 3:

Develop one TOT metrics for NASTEP compliance findings. Due September 30, 2016

Internal Work Activity: NAS Database and NAS Metrics Accuracy

Support, populate and/or report on NAS database and NAS metrics.

Activity Target 1:

Enhance or develop at least one (1) tool that improves reporting accuracy of NAS performance. Due September 30, 2016

Internal Work Activity: Improve NAS Performance Reporting Policies

Develop and/or improve NAS performance policy compliance.

Activity Target 1:

Develop Data Management/Technical Operations Tool to verify compliance with the PASS 14 hour Shift duration memorandum of understanding. Due September 30, 2016

Activity Target 2:

Improve VP status Report by finalizing three (2) 'under construction' metric. Due September 30, 2016

Activity Target 3:

Define requirements for and prototype a report for the Data Management Team for use as a "Director's Daily Digest", this is an evolutionary

effort because requirements are not fully refined. Due September 30, 2016

Activity Target 4:

Review and validate accuracy of 25% of the National Airspace Performance Reporting System desk guides and Line Frequency (LF) example sheets. Due September 30, 2016

Internal Work Activity: Monitor NAS System Performance

Monitor, control, maintain and restore Core Airports Facilities.

Activity Target 1:

Monitor sustainment of adjusted availability for core airports at 99.7%. Due September 30, 2016

Activity Target 2:

Monitor sustainment of adjusted availability for NAS reportable facilities at 99.0% Due September 30, 2016

Activity Target 3:

Monitor sustainment of NAS reliability for core airports at 99.7% Due September 30, 2016

Internal Work Activity: National Oversight to the RMLS Program

Provide e-Technical Performance Record functionality in Remote Monitoring and Logging System tool.

Activity Target 1:

Develop and improve the RMLS Program within Technical Operations. Due September 30, 2016

Activity Target 2:

Develop and increase the GEMPOP equipment populated profiles for the RMLS Program. Due September 30, 2016

Activity Target 3:

Develop and improve the eTPR process in the RMLS Program. Due September 30, 2016

Internal Work Activity: Monitor NAS System Performance

Provide national oversight to the RMLS Program

Activity Target 1:

Enhance or develop at least one tool that improves reporting accuracy of NAS performance, National Airspace System Performance Analysis System 4.0 release (Daily Data Refresh) Due September 30, 2016

Internal Work Activity: National Oversight to the Technical Operations Quality Control (QC) Program/Policy

Oversight of the Technical Operations Quality Control Program/Policy

Activity Target 1:

Ensure prototype QC initiative in WSA is completed. Due September 30, 2016

Activity Target 2:

Ensure SRR/SRT reporting process is established throughout Technical Operations. Due September 30, 2016

Internal Work Initiative: Voice Switching and Control System (VSCS) Tech Refresh Phase 3 - (C01.02-04)

VSCS Tech Refresh Phase 3 will be dependent upon Investment Analysis which will include Ground-to-Ground (G/G) node reduction efforts, fiber optic tie trunk (FOTT) power supply retrofits, LAN Transceiver upgrades, enhanced diagnostics, PLM to C software conversion for the Air-to-Ground (A/G) switch, VSCS Control Subsystem refresh, VSCS Electronics Module (VEM) Test Set retrofit and a VSCS Training and Backup System (VTABS) subsystem refresh.

Internal Work Activity: Voice Switching and Control System (VSCS) Tech Refresh Phase 3 - (C01.02-04)

Design, develop, and test VSCS technical refresh hardware and software.

Activity Target 1:

Complete removal of excess Ground to Ground nodes from remaining two (2) facilities (out of 7 total). Due April 30, 2016

Internal Work Initiative: Voice Switches-Terminal Voice Switch Replacement (TVSR) II - (C05.02-00)

The ongoing TVSR program replaces the aging, obsolete voice switches in the Air Traffic Control Towers (ATCT) and Terminal Radar Approach Control facilities (TRACON).

Internal Work Activity: Terminal Voice Switch Replacement (TVSR) II program (C05.02-00)

Deploy TVSR.

Activity Target 1:

Complete recovery of one legacy Terminal voice switch assets as needed per Integrated Logistics Support Plan. Due August 31, 2016

Internal Work Initiative: Communications Facilities Enhancement

The Communications Facilities Enhancements (CFE) program provides new or relocated radio control facilities to enhance the A/G communications between air traffic control and aircraft when there are gaps in coverage or new routes are adopted by aircraft flying through the facility's airspace.

Internal Work Activity: Expand Communications Facilities Enhancement (CFE)

Provide new or relocate radio control facilities to enhance the A/G communications services.

Activity Target 1:

Establish/Replace/Upgrade four (4) CFE sites. Due September 30, 2016

Internal Work Initiative: Next-Generation VHF A/G Communications System (NEXCOM) - Segment 2

The NEXCOM program replaces and modernizes the aging and obsolete NAS air-to-ground (A/G) analog radios that allow direct voice communication with pilots. Segment 2 will implement new radios that will service the high-density terminal areas and the flight service operations from FY 2010 to FY 2022.

Internal Work Activity: Next-Generation VHF A/G Communication System (NEXCOM2) - Segment 2 Phase 2: Deploy Terminal and Flight Services Air Traffic Control Radios.

Deploy 1000 Terminal and Flight Services Air Traffic Control Radios.

Activity Target 1:

Deploy 300 of 1000 radios. Due May 31, 2016

Activity Target 2:

Deploy additional 700 radios to bring total to 1000 radios. Due September 30, 2016

Internal Work Activity: Next-Generation VHF A/G Communication System

(NEXCOM2) - Segment 2 Phase 2: Deploy Air Traffic Control Radios

Very High Frequency (VHF) Radios for Air Traffic Communications Services; and UHF (Ultra High Frequency) Radios required for FAA Controller to communicate with military aircraft.

Activity Target 1:

Completion of JRC Documentation to support NEXCOM Segment 2 Phase 2 FID. Due August 31, 2016

Internal Work Initiative: Airport Cable Loop Systems Sustained Support

This program replaces existing on-airport, copper-based, signal/control cable lines that have deteriorated. The primary focus will be on projects at airports with high traffic counts and enplanements.

Internal Work Activity: Airport Cable Loop Systems Sustained Support

Install fiber optic cable loop.

Activity Target 1:

Complete three (3) Airport Cable Loop installations. Due July 31, 2016

Internal Work Initiative: FAA Telecommunications Infrastructure

CINP provides communications infrastructure and services for air traffic control within NAS and the Department of Defense (DOD).

Internal Work Activity: FAA Telecommunications Infrastructure (FTI) - Network Enterprise Management Centers (NEMC)

Provide operational and mission support to National Airspace System (NAS) networks.

Activity Target 1:

Migrate an additional 750 Private Line transport services being discontinued by commercial carriers to avoid the potential disruption of NAS services at FAA remote facilities. Due September 30, 2016

Internal Work Activity: PMO Enterprise Services - Enterprise Engineering Services

1.) Provide high quality, cost effective solutions to customer requirements including international and security initiatives. 2.) Conduct 2nd level engineering and testing.

Activity Target 1:

Provision 64kbps IP-based AMHS connection between Salt Lake City (SLC) and Christchurch, New Zealand to replace the existing 2.4kbps AFTN circuit to Oakland. Due June 30, 2016

Internal Work Initiative: ARTCC Modernization - F06.01-00

This is a multi-year facility modernization and sustainment program that addresses physical plant requirements for the FAA's 21 ARTCCs as well as the Combined Center Radar Approach Control (CERAP) facilities at San Juan and Guam. These facilities were originally constructed approximately 50 years ago and have expanded in phases since then. Much of the plant equipment within these buildings has exceeded its life expectancy and must be replaced. This program replaces obsolete equipment and provides an efficient, reliable, and safe work environment for En Route air traffic control operations.

Internal Work Activity: Award Renovation and Sustainment Construction Projects

Support En Route air traffic operations and service-level availability by providing life-cycle management of the physical plant infrastructure at the 21 Air Route Traffic Control Centers and 2 Center Radar Approach Control (CERAP) facilities.

Activity Target 1:

Award three major Modernization construction projects. Due September 30, 2016

Activity Target 2:

Conduct facility condition assessments at four EnRoute facilities and provide input to update the EnRoute Facilities Life Cycle Based Facility Condition Assessment National Roll-Up. Due September 30, 2016

Internal Work Initiative: ATCT/TRACON Replacement - F01.02-00

The FAA provides air traffic control services from more than 500 airport traffic control tower (ATCT) and terminal radar approach control (TRACON) facilities and must continually replace these buildings to meet current and future operational requirements and to ensure an acceptable level of air traffic control services. The average age of airport traffic control towers is just over 30 years with some over 60 years old. As the volume and complexity of terminal air traffic control increase, so does the need for additional positions in the ATCT/TRACON facilities (e.g., helicopter positions, visual flight rule traffic advisories, and runway monitors). Airport traffic control towers built more than 20 years

ago often do not meet today's operational requirements. In addition, some terminal facilities must be upgraded to conform to current building codes and design standards. ATCT/TRACON facilities that cannot meet present-day operational requirements are being replaced. New facilities will accommodate future growth, current building codes, and design standards. The FAA will fund terminal facility replacement programs in six phases to provide sound financial management of these projects. Phase 0 includes investment analyses and requirements development; phase I includes site selection and advanced engineering; phase II includes facility design, environmental studies, and site adaptation; phase III is facility construction; phase IVA funds long Lead equipment procurement; phase IVB completes funding for equipment procurement, and funds equipment and utility installation; and phase V funds demolition of the old tower or TRACON and restoration of the site. The ATO has an established process for selecting the towers and TRACONs to be replaced. It includes an economic analysis and operational considerations to ensure that the facilities we propose replacing each year are the higher priority needs.

Internal Work Activity: Award Renovation and Sustainment Construction Projects

Award renovation and sustainment construction projects.

Activity Target 1:

Initiate Commissioning and/or Equipment Installation at three (3) sites Due September 30, 2016

Activity Target 2:

Initiate Construction Award at one (1) site. Due September 30, 2016

Internal Work Initiative: ATCT/TRACON Modernization - F01.01-00

The FAA must continually improve and modernize terminal facilities and equipment to provide an acceptable level of service and to meet current and future operational requirements. Improvement projects address the replacement of components and systems based on life cycle or system failure, and include; roofing and exteriors, heating and air conditioning systems, electrical/power systems, fire life safety systems, etc. Modernization projects increase the capacity or capability of a facility, such as adding operating positions for controllers and expanding base-buildings to support increased space requirements. ATCT/TRACON facilities may also need to be improved/modernized to address operational and safety issues, improving accessibility, removing hazardous

materials, and upgrading structures to meet current standards.

Internal Work Activity: Conduct Planning Activities (Life-Cycle Assessments, Condition Assessments) to Determine Requirements

Conduct planning activities (life-cycle assessments, condition assessments, and QuickLooks) to determine requirements.

Activity Target 1:

Conduct twenty five (25) Planning activities (Life-cycle assessments, Condition assessments, and QuickLooks) to determine requirements. Due September 30, 2016

Internal Work Activity: Initiate facility improvement and modernization projects.

Initiate facility improvement and modernization projects.

Activity Target 1:

Initiate 130 facility improvement and modernization projects. Due September 30, 2016

Internal Work Activity: Configuration management for the ATC Facilities directorate.

Perform Configuration Management for the ATC Facilities Directorate: Perform configuration management for the ATC Facilities directorate.

Activity Target 1:

Coordinate and submit 75% of ATC Facilities' directorate evaluations of NAS change proposals (NCPs) and case files. Due September 30, 2016

Internal Work Initiative: Fuel Storage Tanks - F13.01-00 (CIP#:F13.01-00)

The FAA Fuel Storage Tank (FST) Program designs, fields, and sustains bulk liquid and pressure vessel storage systems that support FAA operations across the NAS. The FST systems are classified under Facility Equipment and Systems Profile designation, TANK, and include the storage tanks (both above ground and underground tanks containing a variety of liquids: gasoline, diesel, propane, oils, glycol, etc.), the flow control devices (pipes, hoses, pumps, valves, etc.), electronic leak detection and inventory control devices (fuel monitoring systems), and electronic/electrical system operation devices (control boards, technician operations stations, switched relays, etc.). The FST program's active inventory includes over 3,000 TANK systems, and historical data is retained on over 1,500

previously closed/removed systems. The majority of FAA storage tanks support electrical generator operations. Standby generators (SX) provide NAS facilities with an alternative power supply during periods of commercial power company outages. Prime generators (PX) provide the sole source for operations electrical power. A loss of integrity on any FST component will affect the operation of the generator systems and may ultimately result in a total facility failure. Storage tanks have historically contained materials that, if accidentally released, could cause an adverse environmental impact or result in personal injury. In response to the risk of accidental release, the Federal government, the various legislatures, county governments, and city jurisdictions have passed statutes specifying the minimum requirements for the construction, installation, removal, and operations of storage tank systems. Additional regulations have been established under the jurisdiction of state, local, and international building codes, fire protection codes, airport operating authority requirements, and Occupational Safety and Health Administration (OSHA) mandates. Failure to comply with all elements of these regulatory requirements exposes the FAA to the risk of fines and other penalties including the loss of the right to use or refill the systems. Implementation costs are amortized against a 20-year system service life cycle. An average of 150 FST system replacements is required annually to sustain NAS operational integrity. TANK system components have differing life cycles so component sustainment requirements continue to accrue within full system replacement life cycles. Additionally, changes in the regulatory environment require immediate response to ensure that fielded units meet current standards. Current major initiatives for the FST program include TANK system upgrades at the ARTCCs and PX facilities. These TANK systems have been redesigned to provide enhanced technician control, increase redundant capacity, and comply with current regulations.

Relationship to Objective: The FAA Fuel Storage Tank (FST) Program designs, fields, and sustains bulk liquid and pressure vessel storage systems that support FAA operations across the NAS. The FST systems are classified under Facility Equipment and Systems Profile designation, TANK, and include the storage tanks (both above ground and underground tanks containing a variety of liquids: gasoline, diesel, propane, oils, glycol, etc.), the flow control devices (pipes, hoses, pumps, valves, etc.), electronic leak detection and inventory control devices (fuel monitoring systems), and electronic/electrical system operation devices (control boards, technician operations stations, switched relays, etc.).

Internal Work Activity: Conduct Replacement, Modernization, and

Upgrades of the NAS Fuel Storage Tank Portfolio.

Enhance operational readiness, attain regulatory compliance, and conform to life-cycle management goals for fuel storage tank (FST) systems at national airspace system (NAS) facilities. Conduct replacement, modernization, and upgrades of the NAS FST portfolio.

Activity Target 1:

Replace, modernize, or upgrade 40 NAS storage tank systems selected in accordance with FST program and ATC Facilities' prioritization processes. Due September 30, 2016

Internal Work Initiative: FAA Buildings and Equipment Sustainment Support - Unstaffed Infrastructure Sustainment - F12.00-00

The Unstaffed Infrastructure Sustainment (UIS) program supports NAS structures and equipment to ensure reliable delivery of air traffic control services and capabilities from the 36,293 unstaffed facilities within the NAS. The UIS program is pursuing acquisition program baselines for two program segments. Segment 1 is unstaffed communication infrastructure and segment 2 is unstaffed navigation, surveillance, and weather infrastructure. Segment 1 was approved for the Concept Requirements and Definitions (CRD) phase of the Acquisition Management System (AMS) process and segment 2 is currently scheduled to present for approval to enter the CRD phase. Efforts include major replacement and/or upgrading of real property and structures that are normally not staffed. Projects to renovate unstaffed infrastructure include major upgrade and/or replacement of FAA property including access roads, grounds, security fencing, storm water controls, parking lots, helicopter landing pads, marine structures, security gates, lighting, and walkways. These efforts also include replacement or modernization of FAA facilities and infrastructure including buildings, shelters, roofs, sheds, fuel tanks (heating only), plumbing, heating, ventilating and air conditioning (HVAC) equipment, alarms, and lighting. NAS communication, surveillance, navigation and weather services equipment is currently housed in approximately 36,000 unstaffed facilities around the country. The anticipated service life for most of this infrastructure is 25 years and according to the Facility Service and Equipment Profile (FSEP) database, over 50% of the FAA's current unstaffed infrastructure will exceed its service life within the next 5 years. In addition, the FAA infrastructure portfolio is complex with several facilities located at remote sites, which require unique logistical solutions. The program is also responsible for replacement or

renovation of NAS supporting structures for antennas and other communications, surveillance, navigation and weather equipment. The FAA is required by Public Law 42 USC 7701, Executive Orders 12699 and 12941, and DOT Policy SS-98-01 to fund and execute a cost-effective, long-term earthquake risk-mitigation program. The Seismic Safety Risk Mitigation program develops projects to comply with these mandates, protect the safety of FAA employees, protect the buildings and equipment in earthquake-prone regions, control the cost of mitigation, and reduce the cost of avoidable repairs following an earthquake. Significant and unacceptable occupational safety and health risks (i.e., electrical hazards, fall protection, and physical hazards associated with deteriorated infrastructure) have been identified at over 50 FAA facilities. These risks place the safety of FAA employees conducting maintenance at these facilities at risk and the flying public in jeopardy. The potential for injury, loss of life, loss of buildings and equipment, and the cost of NAS disruptions are entirely avoidable. Initial portfolio analyses have revealed that many unstaffed facilities are not compliant with applicable regulations and standards and that they cannot protect vital air traffic control systems or equipment against premature failure due to environmental impacts (e.g., temperature, excessive corrosion, etc.). While operable, they have a fair to poor overall facility condition index (FCI) (Good Condition is 1.0 - 0.95, Fair Condition is 0.95 - 0.90, Poor Condition is below 0.90) and have impaired or resulted in poor facility accessibility. The structures supporting air-ground communications and navigation and landing aids have been weakened due to environmental factors (e.g., broadcast towers).

Internal Work Activity: Complete 80 unstaffed infrastructure sustainment projects.

Complete 80 unstaffed infrastructure sustainment projects.

Activity Target 1:

Complete 80 unstaffed infrastructure sustainment projects. Due September 30, 2016

Internal Work Initiative: Power Systems Sustainment Support - F11.01-01 (CIP#:F11.01-01)

The Electrical Power Systems Sustainment Support (PS3) (Power) program funds the purchase and installation of components for backup electric power systems and power regulation and protection equipment. Backup electrical power systems are necessary to allow continued operation of air traffic control facilities when disruptions occur in commercial power sources. These disruptions can result in flights that remain grounded, are placed in airborne holding

patterns, or are re-routed to other airports. Reliable backup power systems are installed so air traffic control electronics can maintain required availability and capability and prevent disruptions. These power systems also protect sensitive electronic equipment from commercial power surges and fluctuations. The Power program replaces, refurbishes, and renews components of existing power systems and cable infrastructure when necessary to maintain and improve the overall electrical power quality, reliability, and availability. The Power program is critical to both maintaining and increasing NAS capacity by improving the quality, reliability, and availability of electrical power provided to NAS electrical communication, navigation, and surveillance equipment.

Relationship to Objective: The Electrical Power Systems Sustainment Support (PS3) (Power) program funds the purchase and installation of components for backup electric power systems and power regulation and protection equipment. Backup electrical power systems are necessary to allow continued operation of air traffic control facilities when disruptions occur in commercial power sources. These disruptions can result in flights that remain grounded, are placed in airborne holding patterns, or are re-routed to other airports. Reliable backup power systems are installed so air traffic control electronics can maintain required availability and capability and prevent disruptions. These power systems also protect sensitive electronic equipment from commercial power surges and fluctuations. The Power program replaces, refurbishes, and renews components of existing power systems and cable infrastructure when necessary to maintain and improve the overall electrical power quality, reliability, and availability. The Power program is critical to both maintaining and increasing NAS capacity by improving the quality, reliability, and availability of electrical power provided to NAS electrical communication, navigation, and surveillance equipment.

Internal Work Activity: NAS Batteries

Batteries serve as a backup power source for key NAS facilities, including navigation aids and communications. Batteries provide power for a limited time during major power system disruptions and maintain the function of key systems while the NAS transitions to a safe level of reduced operation. The Power program sustains more than 4,000 battery installations with periodic replacement to ensure reliability.

Activity Target 1:

Sustain existing NAS power systems by completing 70 battery replacement projects. Due September 30, 2016

Internal Work Activity: Uninterruptible Power Supply (UPS)

A UPS is a device that conditions commercial power and prevents power disruptions and surges from adversely affecting electronic system performance. A UPS is necessary to ensure the continuity of air traffic control by preventing power disruptions to NAS critical infrastructure. The Power program currently sustains 552 UPS units with an expected service life cycle of 15 years. A significant portion of the UPS inventory requires replacement due to reliability and supportability issues attributable to age. UPS batteries require refurbishment on a 4-year cycle.

Activity Target 1:

Sustain existing NAS power systems by completing 15 UPS replacement projects. Due September 30, 2016

Internal Work Activity: Direct Current (DC) Power Systems

DC power systems are used to provide a low-cost, short-term alternative to an engine generator. They increase critical safety electronic system availability, which prevents commercial power disturbances of up to several hours from disrupting air traffic operations. The PS3 Program sustains 541 DC power systems with a service life cycle of up to 15 years.

Activity Target 1:

Sustain existing NAS power systems by completing 15 Direct Current Backup System (DCBUS) replacements projects. Due September 30, 2016

Internal Work Activity: En Route Power Systems

The FAA operates power systems at 21 air route traffic control centers (ARTCCs). Because of the critical role of these enroute centers in the NAS, 100% of their power systems require sustained funding in order to maintain reliability. On July 18, 2006, the ARTCC Critical and Essential Power System (ACEPS) Critical Power Distribution System (CPDS) supporting Los Angeles ARTCC failed for two hours due to a loss of the uninterruptible power system (UPS). The failure caused a complete loss of critical power and loss of all air traffic control services, including automation, surveillance and communication services, and resulted in the delay of 424 flights and an unknown number of cancellations. The Los Angeles ARTCC outage highlighted the risk at each ARTCC due to the multiple system flaws or single point of failures that can lead to a loss of all critical or essential power. Each ARTCC requires \$25 million to correct this situation and the delivery of the correction takes several years to complete. Each

ACEPS has a useful service life of 20 years installation has a payback period of less than 6 months.

Activity Target 1:

Sustain existing NAS power systems by completing one total ARTCC critical and essential power system Type 2 phase 1 project. Due September 30, 2016

Internal Work Activity: Lightning Protection Grounding, Bonding, and Shielding (LPGBS)

The LPGBS Program provides a systematic approach to minimizing electrical hazards to personnel, electromagnetic interference, and damage to FAA facilities and electronic equipment from lightning, transients, electrostatic discharge, and power faults. The requirements are considered the necessary minimum to harden sites sufficiently for the FAA missions of preventing delay or loss of service, minimizing or precluding outages, and enhancing personnel safety. Furthermore, the requirements for LPGBS have been coordinated with industry standards and in some cases, exceed industry standards where necessary to meet the FAA's missions.

Activity Target 1:

Sustain existing NAS power systems by completing one Lightning Protection Grounding, Bonding, and Shielding (LPGBS) sustainment project at an ARTCC and one LPGBS project at a Tier 1 airport traffic control tower. Due September 30, 2016

Internal Work Activity: Power Cable

Of the \$4.6 billion NAS power system infrastructure, \$2.2 billion represents power cables at airports essential to the operation of all air traffic. Seventy-five percent of these cables are well beyond the condition and age in which commercial power companies would continue to operate. Replacement of these cables costs \$100 per foot but would normally be expected to last 30 years. The FAA aims to extend the life of these cables to 60 years with precise identification of candidate cables for replacement. Even with a 60-year life, the annual cost of the cable replacement is estimated to be \$35 million.

Activity Target 1:

Sustain existing NAS power systems by completing two power cable replacement projects. Due September 30, 2016

Internal Work Activity: Engine Generators

Engine generators serve as a backup power source for essential NAS electronic systems when commercial power becomes unreliable due to a weather system, natural disaster, or other electrical outage beyond FAA control. The Power program sustains 3,565 NAS engine generators with a useful service life of 24 years.

Activity Target 1:

Sustain existing NAS power systems by completing 18 engine generator replacement projects. Due September 30, 2016

Internal Work Initiative: Facility Security Risk Management (FSRM) - Two - F24.01-02

The Facility Security Risk Management (FSRM) program was established in response to Presidential Decision Directive 63, Critical Infrastructure Protection (later superseded by Homeland Security Presidential Directive 7, Critical Infrastructure Identification, Prioritization, and Protection), which required all Federal agencies to assess the risks to their critical infrastructure and take steps to mitigate risks. The program provides risk mitigation at all FAA staffed facilities, such as centers, towers, and terminal radar approach control (TRACON) facilities. The program provides an integrated security system that includes access control, surveillance, x-ray machines, metal detection, and intrusion detection. Other upgrades include adding guardhouses, visitor parking, fencing, perimeter hardening, window blast protection, and lighting. The FSRM Program also supports the FAA's response to HSPD-12: Policy for a Common Identification Standard for Federal Employees and Contractors and Public Law 106-528: Airport Security Improvement Act of 2000. The objectives of the program are to comply with the mandates, directives, and orders of the President, Congress, DOT, and the FAA. This includes the installation and maintenance of physical security systems and guard services at designated FAA facilities. This is accomplished through the Security System Design and Integration (SSDI), Corrective Maintenance Contract (CMC) II, and National Security Officer Services (NSOS) contracts.

Internal Work Activity: Complete Personal Identification Verification (PIV) Upgrades

Complete personal identification verification upgrades at security level 1 and 2 facilities, per FAA Order 1600.69.

Activity Target 1:

Complete personal identification verification access control retro-fit at 45 sites. Due September 30, 2016

Internal Work Activity: Certification and Authorization (C&A)

Certification and authorization (C&A).

Activity Target 1:

Complete 18 assigned certification and authorizations (C&A) on ATCF systems. Due September 30, 2016

Internal Work Activity: X-Ray Machines

Award X-Ray Machines Contract

Activity Target 1:

Release Screening Information Request (SIR) and make contract award for acquiring new X-ray machines for identified staffed facilities. Due September 30, 2016

Internal Work Initiative: Mobile Asset Management Program (MAMP) - F31.01-01

The Mobile Asset Management Program (MAMP) provides easily moveable NAS equipment to restore certain operations during periods of extended equipment outages to ensure continuity of NAS operations. Mobile NAS equipment provides for the continuity or restoral of air traffic control when an air traffic control tower (ATCT) or other NAS system is out of service due to a disaster, extensive repair, modernization, or upgrade. The equipment is also used to augment air traffic control functions during major public events that may affect air traffic safety. The MAMP provides mobile assets that function as ATCTs, TRACONs, remote transmitter/receiver (RTR) sites, remote communications air/ground (RCAG) sites, and other systems that experience unexpected outages or planned system downtime for non-routine maintenance, modernization, or upgrade. The FAA's mobile assets are in a serious state of disrepair and are often incapable of providing their intended service without first undergoing significant maintenance or repair. The inventory consists of 124 assets that range from 10 kW mobile engine generators (MX) to 4-position, mobile ATCTs (MATCTs). The near-term need is to replace 8 obsolete large 4-position MATCTs and restore the remaining assets to a full operational capability. The 8 large, 4-station MATCTs that were acquired in the 1990s are experiencing serious material failures and must be replaced. Currently, there is no centralized management or logistics support oversight of these assets to keep them in a fully operational condition. As a result of these deficiencies, the FAA is experiencing significant difficulty in providing functional mobile assets when emergency conditions warrant their use. MAMP will provide the mobile assets and the means to manage those assets. Efforts are underway to develop a set of requirements

for all mobile assets. These requirements will be the basis for building an inventory of mobile assets that will enable the FAA to respond to planned and unplanned outages in the NAS.

Internal Work Activity: Commission Deployable Air Traffic Control Facility (DATCF) Q01

Commission Q01 at Van Nuys, CA in support of the modernization of VNY/ATCT after the project has built the foundation.

Activity Target 1:

Commission the Deployable Air Traffic Control Facility (DATCF) Q01 to support VNY/ATCT during its modernization. Due September 30, 2016

Internal Work Activity: Large Mobile Air Traffic Control Tower (LMATCT)

Execute Option on Large Mobile Air Traffic Control Tower (LMATCT) contract.

Activity Target 1:

Execute option on the LMATCT contract to order one additional LMATCT. Due September 30, 2016

Activity Target 2:

Accept 2 large mobile air traffic control towers (LMATCT). Due September 30, 2016

Internal Work Initiative: Computer Aided Engineering Graphics (CAEG)

The Computer Aided Engineering Graphics (CAEG) program provides computer-aided design and drafting hardware and software, tools, training, and support for the FAA to securely develop, record, and store facilities and systems drawings, blueprints, data, and graphics. These data are created and used by engineers, drafters, facilities and systems maintainers, program offices, and other customers. The data are created and used for planning and communicating construction and installation details, records of as-built conditions, configuration management, facilities maintenance and restoration, and legal needs. The CAEG Program is tasked with keeping, maintaining, and safeguarding the most up-to-date accurate data and graphics of the current state and condition of the facilities and systems through the tools and data management.

Internal Work Activity: Sustain Computer-Aided Engineering Graphics (CAEG) Software and Investigate Methods for improving CAEG services.

Sustain computer-aided engineering graphics (CAEG) software and investigate methods for improving CAEG services.

Activity Target 1:

Provide new/renewed CAEG maintenance and licenses for Computer Aided Design/Drafting (CADD) software to continue the drafting and design efforts for the installation, construction, modernization maintenance and restoration of NAS equipment and facilities. Due September 30, 2016

Internal Work Initiative: National Engineering Support Services

National Engineering Support Services

Internal Work Activity: Involve National Engineering Support in All ATO Programs in the Planning and Research and Development Phases of the Acquisition Management System (AMS)

Involve NES in the investment analysis and solution implementation phases of AMS for ATO F&E programs.

Activity Target 1:

Ensure that the 9 programs requiring an implementation strategy and planning document (ISPD) have developed Chapters 5, 6, 8, and 10 prior to deployment of new systems and facilities. Due September 30, 2016

Activity Target 2:

Develop a relevant and effective communication strategy and plan with consistent and timely branding and messaging. This goal is being worked through the Engineering Services Communications Work Group. The group will develop KSN sites, correspondence material, broadcast messages, and FAA Focus articles to introduce ES to the PMO and others. Additional ES branding items will be communicated via PowerPoint briefs, faxes, etc. Due September 30, 2016

Activity Target 3:

Define process to ensure new systems get a FAA (AJW-2) code/order review during OT&E. Work with PMO to incorporate UL Certification requirement for all new systems. . Due September 30, 2016

Activity Target 4:

Produce a guidance document that Program Offices can refer to that explains the overall

process for obtaining approval of a Generic Site Implementation Plan as required by FAA JO 6000.50D - National Airspace System (NAS) Integrated Risk Management. Due September 30, 2016

Internal Work Activity: Communicate Program Information and Acquisition Status Pertinent to Deployment and Maintenance of New Systems and Facilities

Communicate program information and acquisition status pertinent to deployment and implementation of new systems and facilities.

Activity Target 1:

Develop the best cost acquisition plan for the work requirement, through alternatives analysis. A member of the CNI Team will participate with the FSRM Team on a contract evaluation panel to select the best vendor (based upon cost and qualification) to manage the newly merged Corrective Maintenance and Security System Design and Installation contract. Due September 30, 2016

Internal Work Initiative: Long-Range Radar Improvements - Infrastructure Upgrades/Sustainment S04.02-03

The Long-Range Radar (LRR) Infrastructure Upgrades/Sustainment program modernizes and upgrades the radar facilities that provide aircraft position information to the FAA's en route control centers and other users (e.g., Department of Defense and Homeland Security). These planned improvements also support the installation and life-cycle modernization of the secondary beacon radars (Mode Select and Air Traffic Control Beacon Interrogator), both stand-alone and those co-located with the long-range primary radars. Secondary radars typically have their antennas mounted above the long-range primary radar antennas and the processors are installed in facilities constructed in the 1950s and 1960s. These facilities have reached their service life. They are in an unsatisfactory condition and require renovation and upgrades. Some en route secondary radar service outages were due to leaking roofs and antiquated air conditioning systems. These outages will result in airline late arrivals and takeoff delays, which could cost millions of dollars per occurrence. The scope of work of the LRR Improvements Program includes engine generator replacement, uninterruptible power supply (UPS), lightning protection, grounding, bonding, and shielding (LPGBS) systems, structural upgrades to support LRR Service Life Extension Program (SLEP) and ATCBI-6 deployments, critical infrastructure systems for both en

route secondary beacon and primary radar, repair and replacement of access roads, grounds, storm water controls, security lighting, and walkways, refurbishment of HVAC, cooling fans, duct works, elevators, wiring and lighting systems, and repair or replacement of building and antenna tower roofs, structural components such as foundations, beams, columns, bracings, struts, platforms, walls, and concrete slabs.

Internal Work Activity: Upgrade/Sustain Long-range RADARS

Upgrade/Sustain Long-Range RADARS

Activity Target 1:

Complete 7 total HVAC and power distribution system projects and 8 sustainment projects (including roof replacement, plumbing, employee safety, hazmat abatement, building improvement, and access road repair projects). Due September 30, 2016

Internal Work Initiative: Decommissioning F26.01-01

Plan and implement real property infrastructure dispositions and site restorations at legacy sites that were operational before April 1, 1996 and are now decommissioned and have no supporting program office. This includes infrastructure dispositions and real property site restorations, hazardous materials abatement and/or remediation, and disposition, termination phase one Environmental Due Diligence Audits, and cultural historic preservation and natural resource protection locations.

Internal Work Activity: Complete Real Property Disposal Projects for All Service Areas

Complete real property disposal projects for all service areas.

Activity Target 1:

Complete 58 real property disposal projects. These projects typically include but are not limited to: visual aids, navigational aids (NDB, DF, ILS, etc.), radio communications sites including towers (RCO, RTR, etc.), and radio communications link repeater (RCLR) /radio communications link terminal (RCLT) tower sites. Due September 30, 2016

Internal Work Initiative: Configuration Management Automation (CMA) M03.01-02

Configuration Management Automation (CMA) is a vital component of the FAA's life-cycle management effort to

manage the complexity of today's physical and virtualized IT environments. The CMA architecture is designed with attributes for ensuring effective CM by providing the infrastructure necessary to leverage process-to-process integration, minimize redundancy, and cluster multiple processes around one integration point. The CMA architecture is expected to facilitate development of loosely coupled processes and data integration across the FAA to plan and manage the transition from current capabilities to the Next Generation Air Transportation System (NextGen). CMA will enable the FAA to evolve from CM processes that rely on CM practitioners' institutional knowledge to a scalable, network-centric architecture that ensures effective CM. The CMA solution will use commercial systems and industry standards to reduce developmental and upgrade costs, while simplifying maintenance activities. CMA will provide the FAA reduction of CM-related errors and delays while providing up-to-date CM information to support enterprise-level decision making. CMA will allow the FAA to move from disconnected and incompatible CM information systems to a system that will allow all users simultaneous access to the same standardized information. CMA will facilitate development of loosely coupled processes and data integration across the FAA to plan, manage, and support the agency's transition to the NextGen. CMA will provide NAS change proposal (NCP) process and provide users with visibility into the case file/NCP/CCD processes, and deliver status accounting information relative to change activities for all configuration items in order to add, modify, and decommission NAS and non-NAS equipment. Workflow processes will be developed to deliver closed-loop life-cycle management environment, with full life-cycle traceability, reportable business transactions based upon complete and accurate data, timely decision-making, and continuous process improvement opportunities.

Internal Work Activity: Complete Pilot for New Enterprise Configuration Management Tool

Award Contract for New Enterprise Configuration Management Tool.

Activity Target 1:

Complete Pilot effort and analyze findings toward CMA FID. Upon completion of the CMA Pilot, will validate IFS tool use for FAA CMA and provide cost resources required to proceed to FID. Due September 30, 2016

Activity Target 2:

Successful final investment decision (FID) by the JRC. Due September 30, 2016

Activity Target 3:

Award Contract for New Enterprise Configuration Management Tool upon successful FID. Due September 30, 2016

Internal Work Activity: Enterprise Configuration Management & Support Team

Configuration Management (CM) is a vital component of the NAS and life-cycle management of its programs. CM is a disciplined approach for establishing processes, identifying and documenting the functional and physical characteristics of a material item, controlling changes to the characteristics of a configuration item, and reporting and recording of information including maintenance of the configuration records. FAA Order 1800.66 prescribes that CM apply to all NAS systems, subsystems, and components, including the documentation describing the NAS.

Activity Target 1:

Revise FAA ORDER 1800.66 to comply with Life Cycle Configuration Management. Due September 30, 2016

Internal Work 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. Guide and coordinate FAA efforts to plan, implement, and document agency energy and environmental management activities to address national mandates.

Internal Work Activity: ATO Support to the Greening Initiative

ATO support to the Greening Initiative.

Activity Target 1:

Complete (12) "Energy Independence and Security Act (EISA) 432" required evaluations at ATO-covered facilities, document results in the EISA 432 Compliance Tracking System (CTS), and provide AEE with supporting documentation. Due September 30, 2016

Internal Work Initiative: FAA Environmental Management System (EMS)

APL is leading the FAA in maintaining an effective Environmental Management System pursuant to Executive Orders 13423 and 13514. APL is 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 LOBs and staff offices. AEE will develop FAA-wide training and coordinate EMS performance reporting.

Internal Work Activity: ATO Support for EMS

ATO management and staff work continuously to integrate environmental considerations into operations by working to conserve energy and resources and avoid or minimize the use of environmentally detrimental materials. This commitment extends to all ATO facilities and operations, including those relevant to NextGen environmental targets and is implemented and given effect through an ATO-wide environmental management system.

Activity Target 1:

Conduct internal ATO audits and 1 higher-tier management review and provide the results to AEE. Due September 30, 2016

Internal Work Initiative: Engineering Services (ES)

Provides engineering services for the design, integration, construction, and installation of NAS hardware, software, and firmware. Directs, manages, and administers the operational and administrative telecommunications program, and the spectrum engineering program. Includes Project Implementation and the Joint Acceptance Inspection program management. Implements the service areas' NAS expansion and modernization program. Manages the delivery of engineering services to other Service Units. Manages the Field Maintenance Program personnel and assets.

Internal Work Activity: Eastern Service Area ES (AJW-2E)

Executes the mission of Technical Operations Services by ensuring effective NAS operation; establishing Service Unit goals, strategies, budgets, and priorities; allocating and managing resources; meeting performance targets, and supplying services, as requested, to meet the requirements of the Service Units. AJW-2E also develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. In addition,

AJW-2E completes scheduled activities to ensure optimal system availability. This includes Project Implementation and Joint Acceptance Inspection (JAI) Program Management.

Activity Target 1:

Clear 70% of agreed upon Non-As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2E Organization within 120 days of District Manager signature date. Due September 30, 2016

Activity Target 2:

Clear 70% of agreed upon As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2E Organization within 180 days of District Manager signature date. Due September 30, 2016

Internal Work Activity: Central Service Area ES (AJW-2C)

Executes the mission of Technical Operations Services by ensuring effective NAS operation; establishing Service Unit goals, strategies, budgets, and priorities; allocating and managing resources; meeting performance targets, and supplying services, as requested, to meet the requirements of the Service Units. AJW-2C also develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. In addition, AJW-2C completes scheduled activities to ensure optimal system availability. This includes Project Implementation and Joint Acceptance Inspection (JAI) Program Management.

Activity Target 1:

Clear 70% of agreed upon Non-As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2C Organization within 120 days of District Manager signature date. Due September 30, 2016

Activity Target 2:

Clear 70% of agreed upon As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2C Organization within 180 days of District Manager signature date. Due September 30, 2016

Internal Work Activity: Western Service Area ES (AJW-2W)

Executes the mission of Technical Operations Services by ensuring effective NAS operation; establishing Service Unit goals, strategies, budgets,

and priorities; allocating and managing resources; meeting performance targets, and supplying services, as requested, to meet the requirements of the Service Units. AJW-2W also develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. In addition, AJW-2W completes scheduled activities to ensure optimal system availability. This includes Project Implementation and Join Acceptance Inspection (JAI) Program Management.

Activity Target 1:

Clear 70% of agreed upon Non-As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2W Organization within 120 days of District Manager signature date. Due September 30, 2016

Activity Target 2:

Clear 70% of agreed upon As Built, Non-Reimbursable project, JAI Exceptions assigned to the AJW-2W Organization within 180 days of District Manager signature date. Due September 30, 2016

Internal Work Initiative: Eastern Service Area (AJW-E)

Executes the mission of Technical Operations Services: ensures effective NAS operation; establishes service unit goals, strategies budgets and priorities; allocates and manages resources; meets performance targets, and supplies services, as requested, to meet the requirements of the service units. Develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. Completes scheduled activities to ensure optimal system availability.

Internal Work Activity: Maintain facilities in the Eastern Service Area to sustain adjusted operational availability at National Airspace System (NAS) reportable facilities.

Complete scheduled activities to ensure optimal system availability

Activity Target 1:

Complete a minimum of 95% of all scheduled preventive maintenance on time. Due September 30, 2016

Activity Target 2:

Install a minimum of 95% of nationally issued modifications on time. Due September 30, 2016

Activity Target 3:

Complete a minimum of 98% of service certifications within identified schedules. Due September 30, 2016

Activity Target 4:

Sustain adjusted operational availability of least 99.00% at National Airspace System (NAS) reportable facilities. Due September 30, 2016

Internal Work Activity: Technical Services

Provides emergency planning and response; event and outage tracking. Conducts NAS Technical Evaluations (NASTEP), Non-Federal (Non-Fed) facility inspections, and joint surveillance system inspections. Provides engineering/technical support, service/system performance trend analysis, test equipment management, supports safety and environmental compliance, as well as NAS defense program support. Maintains training and certification records. Provides data entry, tracking and reporting for management information systems. Serves as the Service Area point of contact for the Instrument Landing System (ILS) Continuity of Service. Reviews and provides engineering analysis for Airspace Cases ensuring negative impact to the NAS is avoided.

Activity Target 1:

Close at least 99% of critical issues by the due date. Due September 30, 2016

Activity Target 2:

Close at least 95% of all other (non-critical) issues by the due date. Due September 30, 2016

Internal Work Activity: Support FAA Wide Employee Developmental Programs

Identify and develop qualified candidates that reflect the desired diversity and culture of the organization. Provide certifications to required personnel.

Activity Target 1:

Support a minimum of one and no more than three Front Line Manager participants in the Technical Operations Succession Planning Program (TOSPP). Due September 30, 2016

Activity Target 2:

At least 85% of current Fiscal Year (FY) required personnel certification will be issued within 180 days of the completion of technical training. Due September 30, 2016

Internal Work Initiative: Central Service Area (AJO/AJW-C)

Executes the mission of Technical Operations Services: ensures effective NAS operation, establishes service unit goals, strategies budgets and priorities; allocates and manages resources; meets performance targets; and supplies services, as requested, to meet the requirements of the service units. Develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. Complete scheduled activities to ensure optimal system availability.

Internal Work Activity: Maintain facilities in the Central Service Area to sustain Adjusted Operational Availability at NAS reportable facilities

Complete scheduled activities of preventive maintenance, equipment modifications and restoration activities.

Activity Target 1:

Complete a minimum of 95% of all scheduled preventive maintenance on time. Due September 30, 2016

Activity Target 2:

Install a minimum of 95% of nationally issued modifications on time. Due September 30, 2016

Activity Target 3:

Complete a minimum of 98% of service certifications within identified schedules. Due September 30, 2016

Activity Target 4:

Sustain adjusted operational availability (All NAS) to at least 99.0% at NAS Reportable facilities. Due September 30, 2016

Activity Target 5:

Maintain system reliability at least 99.80% at NAS reportable facilities. Due September 30, 2016

Internal Work Initiative: Technical Services CS Area Ft Worth (SW81HD0000)

Provides emergency planning and response; event and outage tracking. Conducts NAS technical evaluations (NASTEP), non-Fed inspections, joint surveillance system inspections. Provides engineering/technical support, service/system performance trend analysis, test

equipment management, supports safety and environmental compliance, As well as, NAS defense program support. Maintains training and certification records. Provides data entry, tracking and reporting for management information systems. Service Area point of contact for the Instrument Landing System (ILS) Continuity of Service. Reviews and provides engineering analysis for Airspace Cases ensuring that negative impact to the NAS is avoided.

Internal Work Activity: Continuity of Services

Sustain Cat 2 and Cat 3 service in accordance with Agency Directive 6750.57, ILS Continuity of Service Requirements and Procedures.

Activity Target 1:

Sustain downgrades at or below FY2015 performance levels. Due September 30, 2016

Internal Work Activity: Close NASTEP Findings in the Central Service Area

Close NASTEP issues by the due date.

Activity Target 1:

Close at least 99% of critical issues by the due date. Due September 30, 2016

Activity Target 2:

Close at least 95% of all other (non-critical) issues by the due date. Due September 30, 2016

Internal Work Initiative: Western Service Area (AJW-W)

Executes the mission of Technical Operations Services: ensures effective NAS operation; establishes Service Unit goals, strategies budgets and priorities; allocates and manages resources; meets performance targets, and supplies services, as requested, to meet the requirements of the Service Units. Develops technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operations of the NAS. Completes scheduled activities to ensure optimal system availability.

Internal Work Activity: Maintain facilities in the Western Service Area to sustain adjusted operational availability at NAS reportable facilities.

Complete scheduled activities of preventative maintenance, equipment modifications, service certifications, and restoration activities.

Activity Target 1:

Complete a minimum of 95% of all scheduled preventative maintenance on time. Due September 30, 2016

Activity Target 2:

Install a minimum of 95% of nationally issued modifications on time. Due September 30, 2016

Activity Target 3:

Complete a minimum of 98% of service certifications within identified schedules. Due September 30, 2016

Activity Target 4:

Sustain adjusted operational availability of at least 99.0% at NAS reportable facilities. Due September 30, 2016

Internal Work Activity: Technical Services

Provides emergency planning and response; event and outage tracking. Conducts NAS technical evaluations (NASTEP), non-Fed inspections, joint surveillance system inspections. Provides engineering/technical support, service/system performance trend analysis, test equipment management, safety and environmental compliance support, as well as NAS defense program support. Maintains training and certification records. Provides data entry, tracking and reporting for management information systems. Serves as the Service Area point of contact for the Instrument Landing System (ILS) Continuity of Service. Reviews and provides engineering analysis for Airspace Cases ensuring negative impact to the NAS is avoided.

Activity Target 1:

Close at least 99% of NASTEP critical issues by the due date. Due September 30, 2016

Activity Target 2:

Close at least 95% of all other NASTEP non-critical issues by the due date. Due September 30, 2016

Internal Work Initiative: Energy Management and Compliance (EMC) F13 04-02

The EMC program centrally orchestrates cost-effective reductions of energy and water use at ATO facilities by coordinating policies, technical support, targeted infrastructure investments, and data analysis and reporting. By upgrading older facility infrastructure, such as mechanical and electrical systems, the EMC program will not only reduce operational costs but will also increase reliability of the National Airspace System

(NAS) by reducing the likelihood of facility outages and disruptions that can be caused by out-of-service building systems. The EMC program promotes energy and water-use efficiency and the use of off-grid power and non-polluting energy sources for all activities and acquisitions.

Internal Work Activity: Energy Management and Compliance

Energy Management and Compliance

Activity Target 1:

Perform advanced electric meter site surveys at four facilities Due September 30, 2016

Activity Target 2:

Conduct one energy and water facility audit Due September 30, 2016

Internal Work Objective: NAS ON-TIME

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

Internal Work Initiative: Data Management

The NAS Data Management Directorate (AJR-D) provides oversight and guidance to ATO initiatives regarding policy and release of NAS data. AJR-D is responsible for four primary functional program areas: NAS Data Release Process, NAS Data Repository, ATO data and information sharing policy, and the ATO Block Aircraft Registration Request (BARR) and BLOCK programs.

Internal Work Activity: Data Management

Provide oversight, guidance, and reporting regarding FAA data and information policy; develop, execute, and track data access agreements with outside entities; maintain NAS data repository and Overflights; Chair NAS Data Release Board (NDRB); and implement Block Aircraft Registration Request program for ATO.

Activity Target 1:

Review and disposition all NAS data requests to the NAS Data Release Board in a timely manner. Due September 30, 2016

Activity Target 2:

Collect greater than \$50 million from the NAS data repository for the Overflight Fee Program. Due September 30, 2016

Activity Target 3:

Review and accomplish FAA Agreements for distribution of data to outside entities. Due September 30, 2016

Activity Target 4:

Execute the ASDI BARR program to ensure the legitimate privacy and security interests of GA aircraft owners and operators are maintained. Due September 30, 2016

System Operations (DDSO) and staff. Due September 30, 2016

Activity Target 2:

Conduct Traffic Management Reviews (TMRs) as needed to identify issues that may impact system efficiency. Analysis will include lessons learned and recommendations, and will be shared via the Comprehensive Electronic Data and Analysis and Reporting (CEDAR) tool or via face-to-face briefings with operational personnel. Due September 30, 2016

Activity Target 3:

Participate in external facility Traffic Management Reviews (TMRs) when requested and provide analysis to the Deputy Director of System Operations (DDSO) within assigned deadlines associated with the request. Due September 30, 2016

Activity Target 4:

Quality Control (QC) prepares analysis of system events for system users/customers and QC will respond to customer comments, when requested. Due September 30, 2016

Internal Work Initiative: AJO/AJR-11, ATCSCC OPERATIONS GROUP

Executes the mission of the System Operations Group by directing the real-time management of the NAS to ensure safe and efficient use of available airspace, equipment, and workforce resources. Responsible for planning, directing, implementing, overseeing, and continuously monitoring all programs related to air traffic control systems used by the FAA at the Air Traffic Control System Command Center (ATCSCC) and throughout the United States. Oversees and manages the establishment of program directives, policies, standards, strategies, plans, quality assessments, and management methods to support the operational requirements (current and future) of national and international flight operation. Partners with aviation stakeholders for the conduct of business through customer meetings. Identifies, develops, and implements delay mitigation strategies to ease congestion in the NAS. Oversees and manages the establishment of policies, standards and procedures covering air traffic flow management, airspace management, and aeronautical information management to support the safe, secure, and efficient use of navigable airspace. Reviews and evaluates facility automation and infrastructure to improve the NAS and ATCSCC facility performance.

Internal Work Activity: Quality Control Operational Review and Analysis

Review the operation on a daily basis to identify quality control issues that may impact system efficiency. Analyze data from sources including but not limited to: daily logs; voice recordings; Performance Data Analysis and Reporting System (PDARS) replays; Traffic Flow Management System (TFMS) tools; Air Traffic Operations Network (OPSNET); Aviation System Performance Metrics (ASPM); and interviews with operational personnel.

Activity Target 1:

Conduct thorough post-day reviews of the NAS operation for each day of the month and report findings at the daily meetings with the System Operations Air Traffic Manager (ATM), National Operations Managers (NOM), Deputy Director of

Internal Work Activity: Trend and Post Event Analysis

In collaboration with the Air Traffic Manager (ATM), National Operations Managers (NOM), Deputy Directors of Systems Operation (DDSO) and ATCSCC Training Office, conduct, prepare, and present Post Event, Trending Analysis and Quality Assessments of Air Traffic Management Services and to identify areas to continually improve the safety and efficiency of services. Provide pertinent analysis findings to the Air Traffic Control System Command Center (ATCSCC) System Operations, Air Traffic Manager and operational personnel via face-to-face briefings and/or appropriate electronic distribution.

Activity Target 1:

Quality Control will attend the daily briefings with the managers and staff. Other information will be shared via face-to-face briefings, appropriate electronic distribution or at the operational stand-up briefings. Due September 30, 2016

Activity Target 2:

Conduct and prepare Post Event and Trending Analysis and Quality Assessments of air traffic management services and identify areas to continually improve the safety and efficiency of services. Due September 30, 2016

Internal Work Activity: Quality Control of System Efficiency

Quality Control (QC) will perform the Quality Control Checks (QCC), Quality Control Validations (QCV) and Internal Compliance Verification (ICV), as required by FAA Order JO7210.634 to review potential system efficiency issues and to ensure Service Delivery Point (SDP) compliance and accuracy.

Activity Target 1:

Quality Control (QC) will utilize a local QC order that defines a sampling plan for the Air Traffic Control System Command Center (ATCSCC) to follow when conducting Quality Control Checks (QCC) and Quality Control Validations (QCV). Due September 30, 2016

Activity Target 2:

In collaboration with the National Operations Managers (NOMs), Quality Control (QC) will ensure compliance with completion of the Quality Control Operational Skills Assessments (QC OSAs). Due September 30, 2016

Activity Target 3:

The Internal Compliance Verification (ICV) checklist items will be rated and entered in the Compliance Verification tool by the end of July. The Quality Control (QC) manager will ensure that all ratings are approved by the end of August. With support from Training, Procedures, and the National Operations Managers (NOMs), mitigation plans will be developed for any items rated as "non-compliant" by the end of September. QC will track and report the improvement recommendations of "non-compliant" items by the dates noted in each mitigation plan. Due September 30, 2016

Internal Work Activity: Strategic Event Coordination (SEC)

Strategic Event Coordination (SEC): Ensure that the processing of System Impact Reports meet our customer needs. Attend Strategic Event Coordination (SEC) conferences.

Activity Target 1:

Review annually the processing of Electronic System Impact Reports (E-SIRs) to ensure they are meeting the needs of our customers. Due September 30, 2016

Internal Work Activity: Provide updates for 56-Day Chart Cycle of various route databases

Provide updates for 56-Day Chart Cycle of various route databases: Collect, coordinate and update the various route databases to meet the publication deadlines for the 56-Day Chart Cycle. Ensure that the routes contained in these databases consistently meet the needs of National Airspace System (NAS) stakeholders.

Activity Target 1:

National Playbook: A collection of Severe Weather Avoidance Plans (SWAP) that aid in expediting route coordination during periods of constraint in the National Airspace System (NAS). Ensure all coordination and data entry is complete and submitted for publication in time to meet 56-Day chart cycle deadlines. Due September 30, 2016

Activity Target 2:

Coded Departure Routes (CDR): CDR program is made up of coded routings and refined coordination procedures used to mitigate the potential adverse impact National Airspace System (NAS) Stakeholders during periods of constraint in the NAS. Ensure all coordination and data entry is complete and submitted for publication in time to meet 56-Day chart cycle deadlines. Due September 30, 2016

Activity Target 3:

Preferred Instrument Flight Rules (IFR) Routes: Used to expedite the movement of traffic during heavy demand periods, reduce coordination and reduce the need for Traffic Management Initiatives (TMI). Ensure all coordination and data entry is complete and submitted for publication in time to meet 56-Day chart cycle deadlines. Due September 30, 2016

Activity Target 4:

Contingency Plan Support System: A collection of non-radar routes that provide for reduced capacity route options through the NAS airspace in the event a major air traffic facility experiences an Air Traffic Control (ATC) Zero event. Ensure all coordination and data entry is complete and submitted for publication in time to meet 56-Day chart cycle deadlines. Due September 30, 2016

Internal Work Activity: Airspace Project support for route related changes

Support various ongoing airspace projects, both in the United States and Canada. This support will include attending related meetings, performing required coordination of new routings, updating affected route databases and submitting data for publication.

Activity Target 1:

Ensure all airspace route related changes are made in the appropriate route database and submitted for publication to meet the projects targeted 56-Day chart update deadline. Due September 30, 2016

Activity Target 2:

Collaborate with cross-organizational elements such as Mission Support Services, AJV-8 (Air Traffic Procedures) in support of Optimization of Airspace and Procedures in the Metroplex (OAPM), Required Navigation Performance (RNP), and NextGen. Due September 30, 2016

Internal Work Activity: National Airspace System (NAS) Directives Management

Ensure that agency directives, Letters of Agreement (LOA) and Standard Operating Procedures (SOP) are reviewed and updated for accuracy and compliant with FAA Orders 7110.65 and 7210.3. Determine if a Safety Risk Management (SRM) analysis is required in compliance with the Safety Management System (SMS) order 1000.27 and the Air Traffic Operations (ATO) Safety Management System (SMS) Order JO 1030.1A and document decision as appropriate. Attend directive development and SRM meetings and conferences in support of these efforts. Work with the Commercial Space Integration position to expand the capabilities, requirements and infrastructure to meet future demand as space missions increase to allow safe integration of space vehicles into the National Airspace System (NAS).

Activity Target 1:

Review and update Facility Directives, Letters of Agreements (LOA's), Standard Operating Procedures (SOP's), Notices, Safety Risk Management (SRM) updates etc., to ensure policies and procedures are documented and that changes are generated to reduce workload, comply with orders/policies, and to maintain and improve the safety and efficiency of the National Airspace System (NAS). Due September 30, 2016

Activity Target 2:

Update appropriate Notices/Orders to ensure Systems Operations is procedurally included in the coordination of Commercial Space events so that accurate systems impacts can be assessed and system safety ensured. Due September 30, 2016

Activity Target 3:

Serve as system administrator of the ACT database by coordinating service malfunctions between the NAS users and the vendor. Provides report to AJR0 on NAS compliance of contingency testing. Due September 30, 2016

Internal Work Activity: Special Traffic Management Programs (STMP)

Ensure that the processing of Special Traffic Management Programs (STMPs) meet our customer needs. Initiate post-event customer inquiries in regard to event performance. Attend STMP meetings and conferences to discuss, coordinate and support the processing efforts.

Activity Target 1:

The Procedures Office will process requests for the Electronic Reservation Program associated with Special Traffic Management Programs (STMP). Coordinate with automation to ensure STMP is properly administered according to FAA Order 7210.3. Due September 30, 2016

Activity Target 2:

Begin working the integration of space traffic management (STMP) to ensure maximum capacity and efficiency in the NAS. Due September 30, 2016

Internal Work Activity: Holiday Airspace Release Program (HARP)

During the holiday travel season, the FAA coordinates with the military to have temporary access to certain restricted military airspace zones to ease airspace congestion and flight delays. We will continue to coordinate the release of military airspace during the FY15 holiday travel season.

Activity Target 1:

Coordinate and brief operations support personnel and stakeholders on the release of the Holiday Airspace Release Program (HARP) for the Thanksgiving and Christmas travel periods. Due January 31, 2016

Activity Target 2:

Analyze the use of Special Activity Airspace (SAA) in the Holiday Airspace Release (HARP), which takes place over the Thanksgiving holiday and again over the Christmas and New Year holidays and forward analysis to the Procedures Office for review and submission to the Department of Defense (DoD). Due March 31, 2016

Internal Work Activity: Flight Schedule Monitor (FSM) analysis

Conduct Flight Schedule Monitor (FSM) analysis in support of traffic flow management systems (TFMS) to determine the effectiveness of Collaborative Trajectory Program (CTOP), Airspace Flow Programs (AFP), Ground Delay Programs (GDP), and Ground Stops (GS). Analysis includes but is not limited to: Traffic Management Initiative (TMI) scope; TMI

implementation time; TMI duration time; pop-up factor in Delay Assignment (DAS) mode and reserve rate factor in Unified Delay Program (UDP) mode; slot utilization; pop-ups; duplicate flights; diversion recovery flights; maximum, average, and DAS table delay calculations and the number of revisions.

Activity Target 1:

At least quarterly, analyze Flight Schedule Monitor (FSM) data against traffic flow management systems (TFMS) core data to determine if data issues exist within FSM or TFMS core. Due September 30, 2016

Activity Target 2:

On a request basis, analyze specific flight data in order to respond to customer and/or user comments. Due September 30, 2016

Activity Target 3:

At least quarterly, analyze Flight Schedule Monitor (FSM) modeling results for airspace flow programs (AFP), ground delay programs (GDP), and ground stops (GS) in order to compare impact of varying Traffic Management Initiative (TMI) scope parameters, TMI implementation time, TMI cancellation time. Due September 30, 2016

Internal Work Activity: Facility Automation and Infrastructure Support

Review and evaluate facility automation and infrastructure support operations to improve National Airspace System (NAS) and Air Traffic Control System Command Center (ATCSCC) facility performance.

Activity Target 1:

Conduct Emergency Operating Facility (EOF) functionality validation testing once a month in accordance with the Air Traffic Control System Command Center (ATCSCC) Standard Operating Procedure (SOP) DCC 7200.100K, section 4-1-10. Due September 30, 2016

Activity Target 2:

Process Personal Identity Verification (PIV) card requests within two (2) business days. Due September 30, 2016

Activity Target 3:

Track key and equipment inventory and assets in the Automated Inventory Tracking System (AITS). Due September 30, 2016

Internal Work Activity: Provide safe, efficient and secure air traffic control and

traffic management services to system stakeholders

Provide safe, efficient and secure air traffic control and traffic management services to system stakeholders: In collaboration with Air Traffic Services (ATS), provide safe, efficient and secure air traffic control and traffic management services; balancing safety and security with capacity and demand throughout the NAS. Collaborate with domestic and foreign system stakeholders to plan and regulate the flow of air traffic to minimize delays and congestion while maximizing overall efficiency.

Activity Target 1:

Improve aviation safety and efficiency during adverse weather events by identifying, validating, and improving processes and decision support services for Air Traffic Control Facilities and customers of the NAS. Due September 30, 2016

Activity Target 2:

In collaboration with Air Traffic Services allow Collaborative Decision Making (CDM) members to make specific requests on individual flight issues through the Tactical Customer Advocate (TCA) web page. Due September 30, 2016

Activity Target 3:

Collaborate with the Office of Commercial Space Transportation, NASA and system stakeholders to provide for safe efficient and secure operation of space vehicles in the NAS and in close proximity to air traffic to minimize impacts to the National Airspace System (NAS). Due September 30, 2016

Internal Work Activity: Analyze trending of Ground Delay Programs (GDP), Airspace Flow Programs (AFP), and Ground Stop (GS) data

Analyze trending of Ground Delay Programs (GDP), Airspace Flow Programs (AFP), and ground stop (GS) data with previous years to determine the year over year change to identify potential NAS efficiency improvements. Data sources include Flight Schedule Monitor (FSM) and Flight Schedule Analysis (FSA).

Activity Target 1:

Provide reports quarterly to the National Operations Managers (NOM), and Deputy Directors of Systems Operation (DDSO) that include the number of Ground Delay Programs (GDPs), Airspace Flow Programs (AFPs), and ground stops (GSs), average/total duration of GDP/AFP/GS, and the number of GS associated with GDP. Due September 30, 2016

Internal Work Activity: Provide upgrades to sustain the Traffic Flow Management System (TFMS)

Provide upgrades to sustain the Traffic Flow Management System (TFMS), including legacy applications, Collaborative Air Traffic Management Technologies (CATMT) capabilities and Route Availability Planning Tool (RAPT) prototype. Provide upgrades that cover all activities to maintain systems, including but not limited to: technical refresh of existing hardware and software, 56 day Chart updates, development of requisite information security documentation, system documentation, Problem Trouble Report (PTR) fixes and updates to the information contained in the system and applications for sustainment.

Activity Target 1:

Provide information for the triennial update to the National Traffic Management Log (NTML)/Operational Information System (OIS) runway configuration, Airport Arrival Rate (AAR) and Airport Departure Rate (ADR) data. Due September 30, 2016

Activity Target 2:

Provide information for the monthly website content updates to the Operational Information System (OIS), Air Traffic Control System Command Center (ATCSCC) Intranet and Collaborative Decision Making (CDM) sites. Due September 30, 2016

Activity Target 3:

Provide operational input and set severity levels and priorities to Program Management Organization, AJM Sustainment reviews: Deployment Readiness Reviews (DRR), Review Change Requests (CRs) and Program Technical/Trouble Reports (PTRs). Due September 30, 2016

Internal Work Activity: Implementation of the NAS Vision Action Plan

Provide participation, coordination and collaboration of efforts for the integration and implementation of the NAS Vision Action Plan.

Activity Target 1:

Serve as the focal point for the implementation of the National Airspace System (NAS) Vision 2016. Continue to assess, refine and modify the plan through the collaboration of the involved facilities and stakeholders. Determine the training necessary for the participating parties. Due September 30, 2016

Activity Target 2:

Complete an interim report regarding the National Airspace System (NAS) Vision 2016. Due March 31, 2016

Internal Work Activity: Traffic Flow Management System (TFMS) Support

Provide support to sustain the Traffic Flow Management System (TFMS), including legacy applications, Collaborative Air Traffic Management Technologies (CATMT) capabilities and Route Availability Planning (RAPT) prototype. Support upgrades to sustain activities to maintain systems, including but not limited to: technical refresh of existing hardware and software, 56 day Chart updates, development of requisite information security documentation, system documentation, Program Technical/Trouble Report (PTR) fixes and updates to the information contained in the system and applications.

Activity Target 1:

Provide operational expertise for the prioritization of Traffic Flow Management System (TFMS) Software Development Release List and work package capabilities. Due September 30, 2016

Activity Target 2:

Provide operational expertise for Air Traffic Flow Management (ATFM) software development, testing (i.e., Human in the Loop, End to End...), Operational Testing & Evaluation (OT&E) simulation and Key Site Acceptance Test (KSAT). Due September 30, 2016

Internal Work Initiative: AJO/AJR-14 SYSTEM OPERATIONS - EAST NORTH GROUP

Provides leadership to ensure National Airspace System (NAS) efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership in the Northeast. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other Federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location. Conducts stakeholder forums and meetings to address

concerns and for follow-up on operational and procedural issues across organizational boundaries. Provides subject matter expertise on traffic management on NextGen development, airspace management and development, policy, solutions and operational programs, systemic trends and interventions, efficiency enhancements including increased NAS capacity, improvements in operational performance and accountability.

Internal Work Activity: Special Event Planning and Coordination

Participate in Special Event Planning and coordination efforts.

Activity Target 1:

Serve as the focal point for the coordination and collaboration of events affecting National Airspace System (NAS) capacity and efficiency. Provides guidance and support for the planning and implementation of traffic management initiatives (TMIs) to reduce operational impact to the stakeholders and Air Traffic; i.e., airport construction, and NAS outages. Due September 30, 2016

Internal Work Activity: Operations planning and post event reviews

Conduct operations planning and post event reviews.

Activity Target 1:

Oversees and conducts daily strategic communication telcons to review Air Traffic (AT) operations planning and a post event review to provide a single point of contact for stakeholders that serves as a conduit for prompt response to National Airspace System (NAS) constraints, systemic concerns and AT service provided. Due September 30, 2016

Internal Work Activity: NAS Operational Performance Review (OPR)

Conduct Air Traffic Control System Command Center (ATCSCC) Operational Performance Reviews (OPR) to Directors of Operations on the Operational Performance Review (OPR) process of mission-critical objectives while enhancing cross-organizational communication, collaborative problem solving and accountability to maximize throughput and efficiencies in the National Airspace System (NAS).

Activity Target 1:

As needed, provide analysis and recommendations for improvements; and monitor various aspects of system performance and trend analysis relating to ATO Key Performance

Indicators (KPIs) to achieve operational goals. Due September 30, 2016

Internal Work Activity: Conduct and produce standardized trending analysis of air traffic management services

Conduct and produce standardized trending analysis of air traffic management services for facilities and identify and suggest improvements to drive change and continually improve efficiency.

Activity Target 1:

Continue to reinforce ATO Efficiency Report Online (AERO) use throughout Core Airports in assigned geographical area. Due September 30, 2016

Activity Target 2:

Conduct one Terminal Arrival Efficiency Rate (TAER) review of geographical Core Airports monthly using Key Performance Indicators (KPI) from ATO Efficiency Report Online (AERO). Discuss outcomes with facility personnel to address efficiency issues to support more efficient methods of operation. Due September 30, 2016

Internal Work Initiative: AJO/AJR-15 SYSTEM OPERATIONS - EAST SOUTH GROUP

Provides leadership to ensure National Airspace System (NAS) efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership in the Midwest. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other Federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location. Conducts stakeholder forums and meetings to address concerns and for follow-up on operational and procedural issues across organizational boundaries. Provides subject matter expertise on traffic management on NextGen development, airspace management and development, policy, solutions and operational programs, systemic trends and interventions, efficiency enhancements including increased NAS capacity,

improvements in operational performance and accountability.

Internal Work Activity: Special Event Planning and Coordination

Participate in Special Event Planning and coordination efforts.

Activity Target 1:

Serve as the focal point for the coordination and collaboration of events affecting National Airspace System (NAS) capacity and efficiency. Provides guidance and support for the planning and implementation of traffic management initiatives (TMIs) to reduce operational impact to the stakeholders and Air Traffic; i.e., airport construction, and NAS outages. Due September 30, 2016

Internal Work Activity: Operations planning and post event reviews

Conduct operations planning and post event reviews.

Activity Target 1:

Oversees and conducts daily strategic communication telcons to review Air Traffic (AT) operations planning and a post event review to provide a single point of contact for stakeholders that serves as a conduit for prompt response to National Airspace System (NAS) constraints, systemic concerns and AT service provided. Due September 30, 2016

Internal Work Activity: NAS Operational Performance Review (OPR)

Conduct Air Traffic System Command Center (ATCSCC) Operational Performance Reviews (OPR) to Directors of Operations on the Operational Performance Review (OPR) process of mission-critical objectives while enhancing cross-organizational communication, collaborative problem solving and accountability to maximize throughput and efficiencies in the National Airspace System (NAS).

Activity Target 1:

As needed, provide analysis and recommendations for improvements; and monitor various aspects of system performance and trend analysis relating to ATO Key Performance Indicators (KPIs) to achieve operational goals. Due September 30, 2016

Internal Work Activity: Conduct and produce standardized trending analysis of air traffic management services

Conduct and produce standardized trending analysis of air traffic management services for facilities and identify and suggest improvements to drive change and continually improve efficiency.

Activity Target 1:

Continue to reinforce ATO Efficiency Report Online (AERO) use throughout Core Airports in assigned geographical area. Due September 30, 2016

Activity Target 2:

Conduct one Terminal Arrival Efficiency Rate (TAER) review of geographical Core Airports monthly using Key Performance Indicators (KPI) from ATO Efficiency Report Online (AERO). Discuss outcomes with facility personnel to address efficiency issues to support more efficient methods of operation. Due September 30, 2016

Internal Work Initiative: AJO/AJR-16 SYSTEM OPERATIONS - CENTRAL NORTH GROUP

Provides leadership to ensure National Airspace System (NAS) efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership in the Southeast. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other Federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location. Conducts stakeholder forums and meetings to address concerns and for follow-up on operational and procedural issues across organizational boundaries. Provides subject matter expertise on traffic management on NextGen development, airspace management and development, policy, solutions and operational programs, systemic trends and interventions, efficiency enhancements including increased NAS capacity, improvements in operational performance and accountability.

Internal Work Activity: Special Event Planning and Coordination

Participate in Special Event Planning and coordination efforts.

Activity Target 1:

Serve as the focal point for the coordination and collaboration of events affecting National Airspace System (NAS) capacity and efficiency. Provides guidance and support for the planning and implementation of traffic management initiatives (TMIs) to reduce operational impact to the stakeholders and Air Traffic; i.e., airport construction, and NAS outages. Due September 30, 2016

assigned geographical area. Due September 30, 2016

Activity Target 2:

Conduct one Terminal Arrival Efficiency Rate (TAER) review of geographical Core Airports monthly using Key Performance Indicators (KPI) from ATO Efficiency Report Online (AERO). Discuss outcomes with facility personnel to address efficiency issues to support more efficient methods of operation. Due September 30, 2016

Internal Work Activity: Operations planning and post event reviews

Conduct operations planning and post event reviews.

Activity Target 1:

Oversees and conducts daily strategic communication telcons to review Air Traffic (AT) operations planning and a post event review to provide a single point of contact for stakeholders that serves as a conduit for prompt response to National Airspace System (NAS) constraints, systemic concerns and AT service provided. Due September 30, 2016

Internal Work Activity: NAS Operational Performance Review (OPR)

Conduct Air Traffic Organization (ATO) Operational Performance Reviews (OPR) and coordinate with Directors of Operations and field facilities to support mission critical objectives while enhancing cross-organizational communication, collaborative problem solving and accountability to maximize throughput and efficiencies in the National Airspace System (NAS).

Activity Target 1:

As needed, provide analysis and recommendations for improvements; and monitor various aspects of system performance and trend analysis relating to ATO Key Performance Indicators (KPIs) to achieve operational goals. Due September 30, 2016

Internal Work Activity: Conduct and produce standardized trending analysis of air traffic management services

Conduct and produce standardized trending analysis of air traffic management services for facilities and identify and suggest improvements to drive change and continually improve efficiency.

Activity Target 1:

Continue to reinforce ATO Efficiency Report Online (AERO) use throughout Core Airports in

Internal Work Initiative: AJO/AJR-17 SYSTEM OPERATIONS - CENTRAL SOUTH GROUP

Provides leadership to ensure National Airspace System (NAS) efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other Federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location. Conducts stakeholder forums and meetings to address concerns and for follow-up on operational and procedural issues across organizational boundaries. Provides subject matter expertise on traffic management on NextGen development, airspace management and development, policy, solutions and operational programs, systemic trends and interventions, efficiency enhancements including increased NAS capacity, improvements in operational performance and accountability.

Internal Work Activity: Special Event Planning and Coordination

Participate in Special Event Planning and coordination efforts.

Activity Target 1:

Serve as the focal point for the coordination and collaboration of events affecting National Airspace System (NAS) capacity and efficiency. Provides guidance and support for the planning and implementation of traffic management initiatives (TMIs) to reduce operational impact to the stakeholders and Air Traffic; i.e., airport

construction, and NAS outages. Due September 30, 2016

address efficiency issues to support more efficient methods of operation. Due September 30, 2016

Internal Work Activity: Operations planning and post event reviews

Conduct operations planning and post event reviews.

Activity Target 1:

Oversees and conducts daily strategic communication telcons to review Air Traffic (AT) operations planning and a post event review to provide a single point of contact for stakeholders that serves as a conduit for prompt response to National Airspace System (NAS) constraints, systemic concerns and AT service provided. Due September 30, 2016

Internal Work Activity: NAS Operational Performance Review (OPR)

Conduct Air Traffic Organization (ATO) Operational Performance Reviews (OPR) and coordinate with Directors of Operations and field facilities to support mission critical objectives while enhancing cross-organizational communication, collaborative problem solving and accountability to maximize throughput and efficiencies in the National Airspace System (NAS).

Activity Target 1:

As needed, provide analysis and recommendations for improvements; and monitor various aspects of system performance and trend analysis relating to ATO Key Performance Indicators (KPIs) to achieve operational goals. Due September 30, 2016

Internal Work Activity: Conduct and produce standardized trending analysis of air traffic management services

Conduct and produce standardized trending analysis of air traffic management services for facilities and identify and suggest improvements to drive change and continually improve efficiency.

Activity Target 1:

Continue to reinforce ATO Efficiency Report Online (AERO) use throughout Core Airports in assigned geographical area. Due September 30, 2016

Activity Target 2:

Conduct one Terminal Arrival Efficiency Rate (TAER) review of geographical Core Airports monthly using Key Performance Indicators (KPI) from ATO Efficiency Report Online (AERO). Discuss outcomes with facility personnel to

Internal Work Initiative: AJO/AJR-18 SYSTEM OPERATIONS - WEST NORTH GROUP

Provides leadership to ensure National Airspace System (NAS) efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership in the West. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key representatives of the ATO, the military, other Federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location. Conducts stakeholder forums and meetings to address concerns and for follow-up on operational and procedural issues across organizational boundaries. Provides subject matter expertise on traffic management on NextGen development, airspace management and development, policy, solutions and operational programs, systemic trends and interventions, efficiency enhancements including increased NAS capacity, improvements in operational performance and accountability.

Internal Work Activity: Special Event Planning and Coordination

Participate in Special Event Planning and coordination efforts.

Activity Target 1:

Serve as the focal point for the coordination and collaboration of events affecting National Airspace System (NAS) capacity and efficiency. Provides guidance and support for the planning and implementation of traffic management initiatives (TMIs) to reduce operational impact to the stakeholders and Air Traffic; i.e., airport construction, and NAS outages. Due September 30, 2016

Internal Work Activity: Operations planning and post event reviews

Conduct operations planning and post event reviews.

Activity Target 1:

Oversees and conducts daily strategic communication telcons to review Air Traffic (AT) operations planning and a post event review to provide a single point of contact for stakeholders that serves as a conduit for prompt response to National Airspace System (NAS) constraints, systemic concerns and AT service provided. Due September 30, 2016

Internal Work Activity: NAS Operational Performance Review (OPR)

Conduct Air Traffic Organization (ATO) Operational Performance Reviews (OPR) and coordinate with Directors of Operations and field facilities to support mission critical objectives while enhancing cross-organizational communication, collaborative problem solving and accountability to maximize throughput and efficiencies in the National Airspace System (NAS).

Activity Target 1:

As needed, provide analysis and recommendations for improvements; and monitor various aspects of system performance and trend analysis relating to ATO Key Performance Indicators (KPIs) to achieve operational goals. Due September 30, 2016

Internal Work Activity: Conduct and produce standardized trending analysis of air traffic management services

Conduct and produce standardized trending analysis of air traffic management services for facilities and identify and suggest improvements to drive change and continually improve efficiency.

Activity Target 1:

Continue to reinforce ATO Efficiency Report Online (AERO) use throughout Core Airports in assigned geographical area. Due September 30, 2016

Activity Target 2:

Conduct one Terminal Arrival Efficiency Rate (TAER) review of geographical Core Airports monthly using key performance indicators (KPI) from ATO Efficiency Report Online (AERO). Discuss outcomes with facility personnel to address efficiency issues to support more efficient methods of operation. Due September 30, 2016

Internal Work Initiative: AJO/AJR-13 SYSTEM EFFICIENCY GROUP

Supports a customer-focused, safe, efficient, and affordable air transportation system that is

environmentally responsible and efficient. Assists in the development of operational metrics to the service delivery points, for implementing the conduct of efficiency management within the National Airspace System (NAS). Participates and supports customer groups in the development of joint use efficiency and performance metrics to enhance NAS performance while ensuring safety is maintained.

Internal Work Activity: Aviation System Performance Metrics (ASPM)

Support the continued operation, improvements and enhancements of the Aviation System Performance Metrics (ASPM) System. Provide operation input into Air Traffic Operations (ATO) required analysis and reports, policies, standards and procedures concerning ASPM.

Activity Target 1:

In support of AJR-G, provide statistical analysis needed for the FAA to monitor various aspects of system performance, trend analysis and conduct targeted studies. Due September 30, 2016

Internal Work Activity: Air Traffic Control System Command Center (ATCSCC) Operational Review Process (OPR)

Develop and implement a performance review process at the Air Traffic Control System Command Center (ATCSCC). This process will be used to report the achievement of mission-critical objectives while enhancing cross-organizational communication, collaborative problem solving, and accountability.

Activity Target 1:

Provide statistical analysis and guidance on internal Air Traffic Control System Command Center (ATCSCC) ATO Efficiency Report Online (AERO) Key Performance Indicators (KPIs) to achieve the ATCSCC operational goals. Due September 30, 2016

Internal Work Initiative: Advanced Technologies and Oceanic Procedures (ATOP), A10.03-00

The ATOP program replaced oceanic air traffic control systems and updated procedures, and it modernized the Oakland, New York, and Anchorage ARTCCs, which house these oceanic automation systems. A support system was installed at the William J. Hughes Technical Center. ATOP fully integrates flight and radar data processing, detects conflicts between aircraft, provides data link and surveillance capabilities, and automates the previous manual processes. Now that ATOP is in operational use, the program office is gathering and documenting performance data and metrics to measure

productivity, efficiency, user satisfaction, and project future system benefits. A technology refresh for the automation system was completed for all three operational sites and the system installed at the William J, Hughes Technical Center (WJHTC). This technology refresh activity increased system performance, capacity, and usability, and will make improvements to software functionality. The ATOP program will continue to deliver safety and efficiency enhancements through FY 2015 for evolutionary improvements to the ATOP Ocean21 system. The planned software and hardware modifications will provide system safety and efficiency improvements for the controller workforce, address needed functionality changes to support airspace expansion initiatives, address Agency-required system infrastructure changes (e.g., X.25 to IP interface upgrades), and support FAA and International Civil Aviation Organization (ICAO) mandated system changes. ATOP allows the FAA to reduce the use of the difficult communications systems and the intensively manual processes that limited controller flexibility in handling airline requests for more efficient tracks over long oceanic routes. The program provides automated displays, Automatic Dependent Surveillance-Contract (ADS-C), and conflict resolution capability required to reduce oceanic aircraft separation from 100 nautical miles to 30 nautical miles. ATOP has been implemented at New York, Oakland and Anchorage. The system performance data has been analyzed, a baseline has been established, and a fuel savings performance model has been developed. Further development of the fuel burn model through the use of a comprehensive oceanic analysis, simulation and modeling capability, will be used to further measure how ATOP contributes to fuel efficiency.

Internal Work Activity: Advanced Technologies & Oceanic Procedures (ATOP)

Advanced Technologies & Oceanic Procedures (ATOP)

Activity Target 1:

Present Final Investment Decision (FID) package to the JRC for ATOP Technical Refresh 2 (TR2). Due March 31, 2016

Activity Target 2:

Deliver for operational use the NextGen ADS-C Climb/Descent Procedure (CDP) function to support improved Air Traffic operations. Due April 30, 2016

Activity Target 3:

Deliver for operational use the Surveillance and Broadcast Services (SBS) ADS-B In-Trail Procedure (ITP) function to support improved Air Traffic operations. Due April 30, 2016

Activity Target 4:

Complete the interface transition from X.25 to IP for ARINC High Frequency Radio Operator (HFRO) and Data Comm services at all ATOP sites. Due May 31, 2016

Internal Work Initiative: Core Business Initiative: Collaborative Air Traffic Management Technologies (CATMT) - Work Package 3

The FAA baseline for WP 3 includes the following CATMT WP 3 is composed of two capabilities: TFM Remote Site Re-engineering (TRS-R) - Modernizes the software (SW) infrastructure, backbone of the TFM decision support tool suite (TFM Remote Site) used by Traffic Managers in the field: - Phase 1 - Consolidates three software base codes into one. Allows the airlines to see the same information as the FAA for better situational awareness, collaboration and decision support. - Phase 2 - Consolidates software communications, control and data management to one modernized suite. This is the first and fundamental step for future mid-term CATMT capabilities as well as the TFM integrated tool suite and integrated displays planned for future CATMT work packages. Collaborative Information Exchange (CIX) - Manages information exchange between the TFM system and external systems through software interfaces: - Integrates Special Use Airspace (SUA) status information made available through SWIM Segment 1 for use in decision support tools and on the Traffic Situation Display.

Internal Work Activity: Collaborative Air Traffic Management Technologies (CATMT) - Work Package 3

Collaborative Air Traffic Management Technologies (CATMT) - Work Package 3

Activity Target 1:

Deploy Release 12. TRS-R Phase 2A. Due February 29, 2016

Activity Target 2:

Ingest 11 Data Elements via a TFMS Update. Due June 30, 2016

Activity Target 3:

Deploy Release 13 TRS-R Phase 2B (completing WP3). Due May 31, 2016

Internal Work Initiative: CENTER WEATHER SERVICE UNIT

Inter-Agency agreement with the National Weather Service (NWS) to provide meteorological consultation, nowcasting, and advice regarding weather events that

may have potential impacts on air traffic operations to FAA operations personnel at 21 Air Route Traffic Control Centers (ARTCCs) 16 hours per day and 7 days per week.

Internal Work Activity: Provide National Weather Service (NWS) Center Weather Service Unit (CWSU) Meteorologists at each Air Route Traffic Control Centers (ARTCCs) and the Air Traffic Control System Command Center (ATCSCC).

Provide funding for an Interagency Agreement (IAA) with the National Weather Service (NWS) to provide Center Weather Service Unit (CWSU) meteorological consultation, and advice regarding weather events that may have potential impacts on air traffic operations.

Activity Target 1:

90% Evaluation completion of meteorological services at selected Air Route Traffic Control Centers (ARTCCs). Due September 30, 2016

Activity Target 2:

90% Participation in Collaborative Aviation Weather Statement (CAWS). Due September 30, 2016

**Internal Work Initiative:
PROCEDURES AND COMMERCIAL SPACE**

Provides leadership to the management of all staff and administrative functions for the Air Traffic Control System Command Center (ATCSCC). Executes the mission of the System Operations Directorate by commanding the real-time management of the NAS to ensure safe and efficient use of available airspace, equipment and workforce resources. Works closely with the Office of Commercial Space and Transportation by providing resources to assist with implementation, notification process and procedures for commercial space launches in the NAS while ensuring maximum capacity and efficiency. Provide support to the ATO Program Management Organization for the implementation and operational development to transition to Time Based Flow Management.

Internal Work Activity: Support Commercial Space by providing oversight of resource allocations. Support to The Office of Commercial Space and Transportation

Support Commercial Space by providing oversight of resource allocations to assist in the coordination with multiple LOBs/SOs to develop and implement

briefings, notification processes, decision authority processes, procedures and directive changes for the safe integration of commercial space launches in the NAS to ensure maximum capacity and efficiency.

Activity Target 1:

Demonstrate the ability to track launch and reentry operations real-time. Due September 30, 2016

Internal Work Activity: Coordinate and collaborate with the Office of Commercial Space Transportation, NASA, Department of Defense, and system stakeholders.

Coordinate and collaborate with the Office of Commercial Space Transportation, NASA, Department of Defense, and system stakeholders. Coordinate and collaborate with the Office of Commercial Space Transportation, NASA, Department of Defense, and system stakeholders to provide for safe, efficient, and secure operation of space vehicles in the NAS.

Activity Target 1:

Identify, evaluate and document space activities/operations impact on the National Airspace System (NAS). Due September 30, 2016

Internal Work Activity: Integrate New National Airspace System (NAS) Entrants

Safely and efficiently integrate new types of operations, such as commercial space and unmanned aircraft, into the NAS and enable the benefits these operations will provide. Establish process and procedures for integration of Space Traffic Management (STM).

Activity Target 1:

Works with the Joint Space Operations Group (JSpOG) team to assess and implement a planning & management process that supports improved integration of current commercial space operations. This includes the publishing of Standard Operating Procedures (SOP) that define roles and responsibilities at regular internal FAA meetings with stakeholders affected by commercial space, and other external stakeholders. Due September 30, 2016

Activity Target 2:

Participate in the development of an Agency-level Commercial Space Concept of Operations (CONOPS) for airspace integration at or below FL600. Due September 30, 2016

Activity Target 3:

Provide support to the Air Traffic Control System

Command Center and affected Air Traffic Control (ATC) facilities during commercial space launch and reentry operations for which tactical support is required. Due September 30, 2016

Internal Work Activity: NEAT Trend Analysis

Conduct and publish trend analysis on air traffic NAS Effects Analysis Tool (NEAT) (pre-launch and post launch data) to support data driven decisions.

Activity Target 1:

Complete quarterly trend analysis and publish finding on Conduct and publish trend analysis on pre-launch and post-launch data to support data driven decisions. Due September 30, 2016

Activity Target 2:

Report on validation of NEAT prototype to increase NAS efficiency during periods of low volume traffic. Due September 30, 2016

Internal Work Initiative: TFM Infrastructure and Remote Site Tech Refresh

The Traffic Flow Management (TFM) system is the automation backbone for the Air Traffic Control System Command Center (ATCSCC) and the nationwide Traffic Management Units that assist the ATCSCC in strategic planning and management of air traffic. TFM hosts the software decision support systems that assist in managing and metering air traffic to reduce delays and make maximum use of system capacity to dynamically balance growing flight demands with NAS capacity. The system compares the projected traffic with the capacity of destination airports to determine if steps need to be taken to manage the flow and prevent delays. The FAA uses the information from this system to collaborate with aviation customers to develop and implement airspace management programs that reduce delays and ensure smooth and efficient traffic flow through FAA-controlled airspace, thereby saving the flying public and airlines millions of dollars. TFM benefits all segments of aviation including airlines, general aviation, U.S. Department of Defense (DoD), U.S. Department of Homeland Security, and partner countries. There are currently 3 operating segments to the TFMS effort; CATMT Work Package 3, CATMT Work Package 4 and TFMS Remote Site Technology Refresh (FY2014 - 2018).

Internal Work Activity: Traffic Flow Management System Tech Refresh

Implement TFM Infrastructure (Core) -- Technical Refresh (FY 2011-2015) and TFMS Remote Site Technology Refresh (FY2014 - 2018).

Activity Target 1:

Begin Field Site Tech Refresh Site Surveys. Due September 30, 2016

Internal Work Initiative: National Efficiency Initiative

Lead the cross organizational collaborative group that will advance the National Efficiency initiative.

Internal Work Activity: National Efficiency Initiative

Lead the cross organizational collaborative group that will advance the national efficiency initiative

Activity Target 1:

Conduct and prepare Post Event and Trending Analysis and Quality Assessments of air traffic management services and identify areas to continually improve the safety and efficiency of services. Due September 30, 2016

Activity Target 2:

Collaborate with customers to refine the procedures, decision making process, and communication required for severe weather avoidance plan (SWAP) events. Due September 30, 2016

Activity Target 3:

Begin working procedures for the integration of space traffic management (STM) to ensure maximum capacity and efficiency in the National Airspace System. Due September 30, 2016

Activity Target 4:

Improve aviation safety and efficiency during adverse weather events by identifying, validating and improving processes and decision support services for Air Traffic Control Facilities and customers of the National Airspace System (NAS). Due September 30, 2016

Internal Work Initiative: AJO/AJR-18 SYSTEM OPERATIONS - WEST SOUTH GROUP

Provides leadership to ensure National Airspace System (NAS) efficiency and safety issues are identified and prioritized on behalf of the ATO for appropriate action. Evaluates system performance and provides findings and recommendations to all pertinent ATO managers and ATO senior leadership in the West. Evaluates air traffic and traffic management performance against Agency metrics and goals and provides quantifiable and qualitative feedback and data regarding systemic and geographical performance results. Coordinates with key

representatives of the ATO, the military, other Federal agencies, state and local governments, the aviation industry, the regulatory organizations of the FAA and the general public on traffic management and operational issues. Collaborates with aviation stakeholders and appropriate ATO Managers, in support of a seamless, safe, and efficient air traffic operation, emphasizing a system focus, regardless of geographic location. Conducts stakeholder forums and meetings to address concerns and for follow-up on operational and procedural issues across organizational boundaries. Provides subject matter expertise on traffic management on NextGen development, airspace management and development, policy, solutions and operational programs, systemic trends and interventions, efficiency enhancements including increased NAS capacity, improvements in operational performance and accountability.

Internal Work Activity: Special Event Planning and Coordination

Participate in Special Event Planning and coordination efforts.

Activity Target 1:

Serve as the focal point for the coordination and collaboration of events affecting National Airspace System (NAS) capacity and efficiency. Provides guidance and support for the planning and implementation of traffic management initiatives (TMIs) to reduce operational impact to the stakeholders and Air Traffic; i.e., airport construction, and NAS outages. Due September 30, 2016

Internal Work Activity: Operations planning and post event reviews

Conduct operations planning and post event reviews.

Activity Target 1:

Oversees and conducts daily strategic communication telcons to review Air Traffic (AT) operations planning and a post event review to provide a single point of contact for stakeholders that serves as a conduit for prompt response to National Airspace System (NAS) constraints, systemic concerns and AT service provided. Due September 30, 2016

Internal Work Activity: NAS Operational Performance Review (OPR)

Conduct Air Traffic Organization (ATO) Operational Performance Reviews (OPR) and coordinate with Directors of Operations and field facilities to support mission critical objectives while enhancing cross-organizational communication, collaborative problem solving and accountability to maximize throughput

and efficiencies in the National Airspace System (NAS).

Activity Target 1:

As needed, provide analysis and recommendations for improvements; and monitor various aspects of system performance and trend analysis relating to ATO Key Performance Indicators (KPIs) to achieve operational goals. Due September 30, 2016

Internal Work Activity: Conduct and produce standardized trending analysis of air traffic management services

Conduct and produce standardized trending analysis of air traffic management services for facilities and identify and suggest improvements to drive change and continually improve efficiency.

Activity Target 1:

Continue to reinforce ATO Efficiency Report Online (AERO) use throughout Core Airports in assigned geographical area. Due September 30, 2016

Activity Target 2:

Conduct one Terminal Arrival Efficiency Rate (TAER) review of geographical Core Airports monthly using key performance indicators (KPI) from ATO Efficiency Report Online (AERO). Discuss outcomes with facility personnel to address efficiency issues to support more efficient methods of operation. Due September 30, 2016

Internal Work Initiative: Collaborative Air Traffic Management Technologies (CATMT) - Work Package 4

CATMT WP4 has been re-planned based on the budget outlook and capability prioritization with the requirements organization. CATMT WP4 includes awarding a new development, implementation, and sustainment contract and developing two of the five original WP4 capabilities (i.e., Improved Demand Predictions and Integrated Departure Route Planner). • Improving Demand Predictions is a set of enhancements aimed at improving the Traffic Flow Management System (TFMS) predictions of demand for NAS resources. • Integrated Departure Route Planner is a tool that provides strategic/tactical forecast of departure route and fix status due to convective weather and volume for specific terminals. It provides traffic managers with semi-automated resolution algorithm to "solve" departure constraints.

Internal Work Activity: Collaborative Air Traffic Management Technologies (CATMT) - Work Package 4

Collaborative Air Traffic Management Technologies (CATMT) - Work Package 4

Activity Target 1:

Award TFM-2 Contract. Due June 30, 2016

Activity Target 2:

Complete CATMT WP4 Documents in support of FID. Due March 31, 2016

Internal Work Objective: Increase NAS Access by Reducing Security Impact

Reduce the impact of security related aviation activities on the efficiency and performance of the National Airspace System (NAS) through planning and mitigation.

Internal Work Initiative: AJO/AJR-2 SECURITY

Protects the U.S. and its interests from threats related to national defense, homeland security, and natural disasters involving the Air Domain. Mitigate the impact of these threats and associated response measures on the safety and efficiency of the NAS. Act as a single focal point for our security aviation partners (e.g., DOD, DHS, LE, etc) and ATO facilities to enable safe and efficient planning and integration of security operations and initiatives into the NAS. Gain and maintain a level of understanding of the complex mission requirements of DOD and federal, state, and local law enforcement agencies in order to integrate their operational missions into the National Airspace System (NAS).

Internal Work Activity: Operational Lead for ATO's Crisis Response, Planning, and Execution

Strengthen the ATO's response to disasters and other significant incidents through the development, exercise, and execution of plans and procedures for: the activation of the national Significant Incident Response Group (SIRG-N), including, as needed, the use of the ATO Incident Response Management Center (AIRMAC); interaction with the three Service Center SIRGs; and cooperation with interagency partners, specifically including support to the U.S. Department of Transportation's National Response Program (NRP) and work with the Federal Emergency Management Agency (FEMA).

Activity Target 1:

Coordinate staffing of the AIRMAC, National

Response Coordination Center (NRCC) Emergency Support Function (ESF-01) aviation element, and other ATO incident management nodes as required to respond to disasters and other significant incidents. Refine threat/hazard specific procedures to facilitate ATO response efforts. Provide compliance report to Director, AJR-2. Due September 30, 2016

Activity Target 2:

Open and manage the AIRMAC when needed to support SIRG-N efforts to support ATO responses to disasters and other significant incidents involving the Air Domain. Ensure that ATO leadership and external partners are apprised of the status of the SIRG-N, as well as the AIRMAC, to support incident management coordination. Provide compliance report, to Director, AJR-2. Due September 30, 2016

Activity Target 3:

Serve as the lead ATO representative and contact point for all exercise and contingency planning. Also participate in FAA and National Level Exercise (NLE) planning meetings, to include all phases and other exercise planning forums when required. Provide exercise profile summary report to Manager, AJR-22, twenty days prior to exercise events. Also, publish an integrated Exercise calendar monthly. Due September 30, 2016

Activity Target 4:

Conduct monthly ATO emergency planning meetings and share summary of discussions within 20 business days. Due September 30, 2016

Activity Target 5:

Continue to refine ATO significant incident management procedures, including completion of a complete set of guidance that extends from initial alert to deactivation and after-action activities. Provide regular progress reports to the AJR-22 group manager. Due September 20, 2016

Activity Target 6:

Regularly update Continuity of Operations Plan (COOP) information for ATO. Provide refresher training on Continuity programs and procedures, including COOP to applicable personnel. Provide regular progress reports to the AJR-22 manager on status of review and possible updates. Due September 30, 2016

Activity Target 7:

Conduct familiarization training on significant incident management procedures and tools to select AJR-2 Staff. This training is to include instruction on AIRMAC equipment, WebEOC, and

the NAS Integrated Status Insight System (NISIS). Provide regular progress reports to the AJR-22 manager on status of training. Due September 30, 2016

Activity Target 8:

Represent in meetings of the FAA headquarters Crisis Response Working Group (CRWG), including those convened for international threats and significant incidents. Provide follow-up plans regarding CRWG activities and recommendations to Manager, AJR-22 within 30 days of each meeting. Provide annual compliance report to Manager, AJR-22 . Due September 30, 2016

Activity Target 9:

Equip the core members of the SIRG-N with access to new automation systems, which substantially improve significant incident management capabilities, specifically including access to WebEOC, NISIS, and the Airspace Awareness and Detection System (AADS). Provide regular progress reports to the AJR-22 manager on status of review and possible updates. Due September 30, 2016

Activity Target 10:

Meet 90% of ATO's Crisis Response, Planning and Execution targets. Due September 30, 2016

Internal Work Activity: Embedded Operational Security Representatives at Critical Interagency Facilities

Support the coordination between the FAA and Homeland Security/Defense operations centers with embedded FAA Liaisons and Air Traffic Security Coordinators.

Activity Target 1:

Conduct a quarterly review using the Department of Defense's (DOD's) intercept operations reports and identify actions to be taken by FAA to further mitigate the impact of intercept operations in the National Airspace System (NAS) while still meeting national security objectives. The review will include post review actions such as meeting with Department of Defense (DOD), Department of Homeland Security (DHS), and internal FAA representatives. The result and actions taken will be briefed to appropriate FAA executives. Due September 30, 2016

Activity Target 2:

Conduct a quarterly review of actions taken by FAA to further mitigate the impact of classified operations in the NAS while still meeting national security objectives. The review will include post

review actions such as meeting with DOD, DHS, and internal FAA representatives. The results and actions taken for these reviews will be summarized in a report for the Director, AJR-2. Due September 30, 2016

Activity Target 3:

Conduct a quarterly review using law enforcement flight activity reports and identify actions to be taken by FAA to mitigate the impact of law enforcement flight activities on the NAS while still meeting national security objectives. The review will include post review actions such as meeting with DOD, DHS, and internal FAA representatives. The results and actions taken for these reviews will be summarized in a report for the Director, AJR-2. Due September 30, 2016

Internal Work Activity: Development and Execution of Special ATM Security Operations Procedures

Support special ATM security operations such as Open Skies Treaty Flights, GPS/IFF/EA testing, Special Interest Flights (SIF), diplomatic flights, call signs, and other domestic and foreign aircraft overflight security requirements through the development of ATM security procedures in FAA directives, regulations, Memorandums of Agreement (MOAs), Memorandums of Understanding (MOUs), and Standard Operating Procedures (SOPs).

Activity Target 1:

Work with FAA Lines of Business (LOBs) and interagency partners to assess special operations Air Traffic Management (ATM) Security procedures in 7610.4 (Special Operations) and other FAA directives and publications for accuracy and initiate changes as needed. Brief Manager, AJR-22 monthly on the status of any changes required. Compliance report due to Manager, AJR-22 Due September 30, 2016

Activity Target 2:

Serve as FAA point of contact for planning and developing policy for Open Skies Treaty flights in the United States. Participate in and serve as FAA point of contact for DOD Interagency Open Skies Implementation Working Group. Report quarterly to Manager, AJR-22 on Open Skies activities and issues. Due September 30, 2016

Activity Target 3:

Serve as the FAA point of contact for planning, developing, and implementing foreign aircraft overflight security policy for the DOT Special Interest Flight (SIF) Program and for other foreign aircraft operations in the National Airspace System

(NAS). Conduct interagency working groups and meetings regarding foreign aircraft over flight security. Brief Manager, AJR-22 quarterly on SIF Program activities and issues Due September 30, 2016

Activity Target 4:

Serve as the FAA point of contact for developing and implementing call sign security procedures for US government aircraft, law enforcement aircraft, aircraft using three letter International Civil Aviation Organization (ICAO) company designators and aircraft operating with foreign registration numbers in the National Airspace System. Brief Manager, AJR-22 quarterly on call sign programs and issues. Due September 30, 2016

Activity Target 5:

Participate in the ATO Safety Board meetings to identify safety and Safety Management Systems (SMS) issues regarding ATM security procedures that may potentially impact a change agent or safety analysis. Brief Manager, AJR-22 on a monthly basis on any changes or safety analyses participated in. Make artifacts available by September 30, 2016. Due September 30, 2016

Internal Work Activity: Collection and Analysis of Air Domain Security Data

Support FAA/ATO management objectives through the collection and analysis of Air Domain ATM security data relating to events such as: Temporary Flight Restriction (TFR) Violations, Tracks of Interest (TOI) incidents, LASER incidents, Security Delays, and Special Interest Flights.

Activity Target 1:

Track laser, Unmanned Aircraft System (UAS), and No Radio (NORDO) activity and all other aviation security data (military spill-out activity, Mandatory Occurrence Reports (MORs), and others as assigned within the National Airspace System (NAS) using the SkyWatch Database and other data sources as required. Provide weekly (and other reports as required) reports to internal and external customers. Conduct quarterly review and analysis, and report to Manager, AJR-22. Due September 30, 2016

Activity Target 2:

Create and maintain and/or access and analyze data in security- related enterprise databases, filter files, and aeronautical charts used by or available in Automatic Detection and Processing Terminal (ADAPT), the Sensitive Flight Data (SFD) identification process, Traffic Flow Management System (TFMS), Aircraft Situation Display to

Industry (ASDI), Aircraft Dispatcher (ADX), Jeppesen FliteStar, AVS Web Operations Safety System (WebOPSS), online flight trackers, SkyWatch, NEXTGEN, and other data systems required by AJR-2 for security assistance and support. Brief Manager, AJR-22 monthly on the status of updates and analyses. Compliance report due to Manager, AJR-22. Due September 30, 2016

Internal Work Activity: Air Domain Outreach and Education: Domestic and International

Represent the ATO at domestic and international venues to strengthen Air Navigation Services (ANS) focused cooperation with other Federal, State, and local government authorities, as well as foreign Civil Aviation Authorities and Air Navigation Services Providers on shared national security, law enforcement, aviation security, and emergency operations related goals involving the Air Domain.

Activity Target 1:

Conduct educational briefings and seminars to federal, state, and local law enforcement agencies; and other first responders on aviation security operational procedures and requirements. Provide Manager, AJR-25 a quarterly report on all educational briefings and seminars, and include in report any issues that developed and recommended actions. Due September 30, 2016

Activity Target 2:

Participate in the International Civil Aviation Organization (ICAO) meetings, seminars and workshops related to Air Traffic Management (ATM) Security, Aviation Security, and Civil/Military Cooperation in ATM. Brief Manager, AJR-22 on accomplishments and issues within 30 days of meetings. Compliance report to Manager, AJR-22. Due September 30, 2016

Activity Target 3:

Share FAA Air Traffic Management (ATM) Security and Civil/Military Cooperation methodologies and practices with EUROCONTROL, North Atlantic Treaty Organization (NATO), Civil Aviation Authorities (CAAs), Air Navigation Service Providers (ANSPs) and other entities through related world wide ATM security related meetings, seminars, workshops, and conferences. Brief Manager, AJR-22 on accomplishments and issues within 30 days of meetings. Compliance report to Manager, AJR-22. Due September 30, 2016

Activity Target 4:

Interface with International Air Traffic System Operations Security counterparts in organizations and facilities with similar Air Traffic Management (ATM) security responsibilities for tours of facilities, discussions regarding air security issues (especially cross-border operations), or development of trusted relationships and procedures that foster better ATM security interface with the United States. Brief Manager, AJR-22 on accomplishments and issues within 30 days of meetings. Due September 30, 2016

Activity Target 5:

Support outreach efforts of the FAA International Crisis Response Working Group through posting approved crisis response Prohibitions, Restrictions, and Notices (PRN) on the FAA PRN website and complete a weekly review of PRNweb links to ensure operable links and currency of information on the PRN Website. Answer, or refer to proper FAA offices, questions sent to 9-ATOR-HQ-IFOS group email address. Provide a monthly briefing to internal FAA representatives on actions taken. Provide an annual compliance report to Manager, AJR-22. Due September 30, 2016

Activity Target 6:

Conduct educational briefings and seminars to domestic stakeholders, user groups, the public, and non-law enforcement federal, state, and local agencies on aviation security operational procedures and requirements. Provide Manager, AJR-25 monthly report with results of all educational briefings and seminars. Due September 30, 2016

Activity Target 7:

Deploy qualified liaisons to selected high profile events to provide onsite airspace security expertise and monitoring capability, and to provide assistance with aviation security/safety issues as required. Provide Manager, AJR-25 with quarterly reports on the frequency and outcome of each deployment. Due September 30, 2016

Internal Work Activity: National Air Domain Security Policy

Act as DOT/FAA lead on Air Navigation Services (ANS) related matters pertaining to interagency aviation security policy and strategic planning.

Activity Target 1:

Participate in operational Air Traffic Management (ATM) Security related meetings and discussions regarding NEXTGEN system security issues, particularly ADS-B/Mode S flight data security issues. Brief Manager, AJR-22 quarterly on

working group meetings and issues. Provide compliance report to Manager, AJR-22. Due September 30, 2016

Activity Target 2:

Work with FAA Lines of Business (LOBs) and interagency partners to assess special operations Air Traffic Management (ATM) Security procedures in 7610.4 (Special Operations) and other FAA directives and publications for accuracy and initiate changes as needed. Brief Manager, AJR-22 monthly on the status of any changes required. Compliance report due to Manager, AJR-22. Due September 30, 2016

Activity Target 3:

Create and maintain and/or access and analyze data in security-related enterprise databases, filter files, and aeronautical charts used by or available in Automatic Detection and Processing Terminal (ADAPT), Traffic Flow Management System (TFMS), Aircraft Situation Display to Industry (ASDI), Aircraft Dispatcher (ADX), Jeppesen FliteStar, Official Airline Guide (OAG), AVS Web Operations Safety System (WebOPSS), Online flight trackers, SkyWatch, NEXTGEN, and other data systems required by AJR-2 for security assistance and support. Brief Manager, AJR-22 monthly on the status of updates and analyses. Compliance report due to Manager, AJR-22. Due September 30, 2016

Activity Target 4:

Complete assigned Freedom of Information Act (FOIA) requests through analyzing and researching the request to provide response that is in compliance with the U.S. Government (USG) Freedom of Information Act guidelines. Brief Manager, AJR-22 on FOIA issues and analysis. Due September 30, 2016 Due September 30, 2016

Internal Work Activity: Operationalize Air Domain Related Intelligence

Convert intelligence concerning the NAS, provided by various government agencies, into specific real time actions that ensure the safety and security of the NAS while responding to the needs of our government partners.

Activity Target 1:

AJR-25 Staff and ATC Liaison Officers (LNOs) plan, coordinate and monitor the execution of airspace security measures for national defense, law enforcement, and homeland security exercises and missions. Provide monthly review results to Manager, AJR-25 within 10 days of beginning of next month. Due September 30, 2016

Activity Target 2:

AJR-25 will plan and coordinate Department of Homeland Security (DHS) and other law enforcement (local, state, federal) aviation missions and exercises in close cooperation with AJR-24. The Intra-Group coordination should take place within established time limits to ensure appropriate air traffic support. AJR-25 will meet with AJR-24 on a minimum quarterly basis and review a sampling of events coordinated for adherence to procedure and timeliness. Due September 30, 2016

Activity Target 3:

Air Traffic Security Coordinators (ATSCs) will conduct air traffic security operations for national defense and homeland security missions. Conduct monthly review of operations and provide results to Manager, AJR-24 within 10 days of the beginning of next month. Due September 30, 2016

Activity Target 4:

The System Operation Support Center (SOSC) will coordinate pertinent aviation security information internally and externally on an interagency level. This security information is disseminated to the correct offices and locations to develop airspace restrictions accurately and timely. SOSC will also collaborate and coordinate special interest flight waivers and routings in accordance with established guidance. AJR-24 will review SOSC actions monthly to verify accuracy and timeliness. Due September 30, 2016

Activity Target 5:

ATSCs execute all intelligence provided by FAA and other channels to monitor and track airspace and flights (domestic and international) in the National Airspace System (NAS). AJR-24 Manager and Staff review SkyWatch logs daily for results and analysis. Due September 30, 2016

Activity Target 6:

Review facility operations and processes monthly via review of SkyWatch and/or Domestic Event Network (DEN) Log reviews, direct observation, or other means available to AJR-24 Management. Brief Manager, AJR-24 on results and any recommendations for improvement/action. Due September 30, 2016

Internal Work Initiative: System Operations Security

Provide policy, planning, and management for all aspects of ATM operational security in the National Airspace System (NAS), including Presidential

movement, classified programs, crisis and emergency response, Special Use Airspace, and military activities.

Internal Work Activity: Real-time Operational Security Management of the NAS

Develop and coordinate strategic air traffic management (ATM) security policy and planning. Conduct ATM security research.

Activity Target 1:

Ensure AJR-2 personnel are trained on security assistance and support tools that enable research of Air Traffic Management (ATM) security data. This training ensures that AJR-2 personnel are trained on the use of Automatic Detection and Processing Terminal (ADAPT), Traffic Flow Management System (TFMS) and data mining procedures for ACIMS and NISIS data, online flight data, AVS Web Operations Safety System (WebOPSS), Skywatch, Transportation Security Administration (TSA) and other ATM security databases. Provide quarterly report on training activities to Manager, AJR-22. Due September 30, 2016

Activity Target 2:

Track Electronic Attack (EA), Global Positioning System (GPS), Identification Friend or Foe (IFF) test activity within the NAS for security impacts. Take immediate action if needed to mitigate impact of GPS test activity on the NAS. Brief Manager, AJR-22 monthly on GPS test activities and issues. Provide annual activity summary report to Manager, AJR-22. Due September 30, 2016

Activity Target 3:

Conduct Program Office activities including cost, schedule, and performance, as well as serve as Contract Officer Representative (COR) for AJR-2 projects. Provide monthly acquisition/project management report to Manager, AJR-22. Due September 30, 2016

Activity Target 4:

Oversee new automation acquisitions, improvement/upgrade projects, and sustainment of current capabilities. Update AJR-2 Automation Plan Quarterly and provide to Manager, AJR-22. Due September 30, 2016

Activity Target 5:

Develop annual business plan for AJR-2 in compliance with FAA and internal guidelines. Coordinate approval of next year business plan

with Manager, AJR-22 prior to entering into Business Plan Builder. Due September 30, 2016

Activity Target 6:

Complete assigned AJR-2 performance measurement and analysis projects within the established timelines. Provide project completion report to Manager, AJR-22. Due September 30, 2016

Activity Target 7:

Complete monthly AJR-2 Business Plan update tracking and reporting in Simplified Program Information Reporting and Evaluation (SPIRE) system. Update open activity targets prior to the end of the month. Provide report to Manager, AJR-22 by 10th day of the following month with analysis of the monthly SPIRE reporting. Immediately report target identified Yellow or Red status to Manager, AJR-2. Due September 30, 2016

Activity Target 8:

Develop and submit FY-16 Short Term Incentives (STI) for Director, AJR-2 as directed by AJR Business Planning. Once approved by Director, AJR-2 and appropriate FAA authorities, enter approved STIs into Business Plan Builder program. Track status of open STIs and provide monthly status report to Manager, AJR-22. Due September 30, 2016

Activity Target 9:

Conduct AJR-2 National Data Release Board (NDRB) reviews and coordinate on all taskings reviewed. Serve as AJR-2 representative at NDRB meetings. Maintain record of all signed NDRB concurrence memos. Due September 30, 2016

Activity Target 10:

Complete quarterly budget management reports. Provide quarterly budget reports to Manager, AJR-22 within 20 days of the end of the quarter. Due September 30, 2016

Activity Target 11:

Complete contract purchase requests in correct quarter. Provide Manager, AJR-22, status and impact report within 20 days of quarterly purchase request completion. Due September 30, 2016

Activity Target 12:

Track and identify AJR-2 authorization and staffing status and issues. Provide Manager, AJR-22, quarterly AJR-2 authorization and staffing status report that includes recommendations for improvement Due September 30, 2016

Activity Target 13:

Track and identify AJR-2 Directorate office telecommunications and automation requirements and shortfalls. Provide biweekly report to Manager, AJR-22 on new and ongoing requirements. Due September 30, 2016

Activity Target 14:

Represent ATO in matters and issues concerning communicable disease, pandemic influenza, and public health risk interests and emergencies. Report to Manager, AJR-22 monthly on results of meetings, deliverables, and changes to national policy in this area. Due September 30, 2016

Activity Target 15:

Represent ATO in matters and issues concerning Man Portable Air Defense Systems (MANPADS) and the Interagency MANPADS Working Group (IMWG). Report to Manager, AJR-22 monthly on results of meetings, deliverables, and changes to national policy in this area. Review and update as necessary, with the Transportation Security Administration partners, the Interagency MANPADS Concept Plan (CONPLAN). Due September 30, 2016

Activity Target 16:

Conduct an annual review of the Domestic Events Network (DEN) Standard Operating Procedures (SOPs), DEN User Customer Guide, and DEN Training guidance and update as necessary. Due September 30, 2016

Internal Work Activity: Development and Execution of Airspace Restriction in Support of National Security Objectives

Support the requests of national, state, local, and tribal agencies to develop and implement Temporary Flight Restrictions (TFR) in response to security, law enforcement, and natural disaster events.

Activity Target 1:

Identify and plan protective security measures (including the publication of the preliminary advisory notice) for National Special Security Events (NSSE). Normally preliminary advisory notices will be accomplished two weeks prior to the event. Conduct a quarterly review of events to ensure 90% of the notices are published at least 10 working days prior to the event. Due September 30, 2016

Activity Target 2:

Develop, and coordinate airspace restriction plans for Very Important Person (VIP) movements in the National Airspace System (NAS). Provide

Manager, AJR-25 monthly report on all VIP movement planning efforts, to include issues identified and resolution. Due September 30, 2016

Activity Target 3:

Track and review AJR-24 System Operations Support Center (SOSC) activities on a monthly basis to ensure they are completed timely and accurately. Provide a brief on trend analysis of statistical data and any issues, to Director, AJR-2 on a quarterly basis, no later than the last day of the month following the end of the quarter (January, April, July, October). Due September 30, 2016

Activity Target 4:

Identify and implement protective security measures (including the publication of the preliminary advisory notice) for National Special Security Events (NSSEs). Conduct a quarterly review of events to ensure 90% of the notices are published at least two weeks prior to the event. Due September 30, 2016

Activity Target 5:

Coordinate, and implement airspace restriction plans for Very Important Person (VIP) movements in the National Airspace System (NAS). Provide Manager, AJR-24 monthly report on all VIP movement planning efforts, to include issues identified and resolution. Due September 30, 2016

Activity Target 6:

Conduct periodic reviews (minimum quarterly) of major airspace security measures and all serious air security incidents to identify trends and lessons learned. Reviews will ensure compliance with procedures, and improve staff and system performance. Brief Director, AJR-2 of major airspace review and incident findings within 30 days of start of review. Due September 30, 2016

Activity Target 7:

Meet 90% of development and execution targets of airspace restriction in support of national security objectives. Due September 30, 2016

Internal Work Activity: Classified Operations

Support the requests of various government agencies to conduct classified operations within the NAS. Coordinate these requests across the ATO/Air Navigation Service Provider as needed to preserve confidentiality as a trusted agent.

Activity Target 1:

Plan, coordinate, monitor, and review national

defense and homeland security classified aviation operations through our established interagency network to provide airspace security planning and support, and to mitigate the impact of classified operations on the National Airspace System (NAS). Brief Manager, AJR-25 monthly on planning and results of classified aviation missions. Due September 30, 2016

Activity Target 2:

Execute the Communications Security (COMSEC) project plan to assure ATO's COMSEC needs for the protection of National Security Information (NSI) are met and in compliance with FAAO 1600.8. Completion will be evidenced by successful COMSEC audit. Due September 30, 2016

Activity Target 3:

Complete all reviews and reports as required for the Communications Security (COMSEC) Program IAW FAAO 1600.8, including semi-annual inventories of all COMSEC material. Completion evidenced by successful COMSEC audit. Due September 30, 2016

Activity Target 4:

Manage personnel security requirements (validate clearances and complete visit access requests) in compliance with FAAO 1600.1E. Validate personnel access level requirements and justify authorizations. Provide Manager, AJR-22 monthly report on personnel security activities by 20th day of following month. Due September 30, 2016

Activity Target 5:

Manage ATO's Information Security (INFOSEC) Program requirements and provide guidance for protecting National Security Information (NSI) as required. Classified Information Security Manager (CISM) should brief Manager, AJR-22 of annual summary of INFOSEC program Due September 30, 2016

Activity Target 6:

Manage the AJR-2 Secure Message Room (SMR) to include National Security Information (NSI) Management and the facility's physical security controls. Classified Information Security Manager (CISM) should brief Manager, AJR-22 monthly on SMR management and issues. Provide Manager, AJR-22, annual written report on management and usage of AJR-2 SMR. Due September 30, 2016

Activity Target 7:

Coordinate and execute national defense, and homeland security, classified aviation operations through established interagency network to

provide air traffic support, and to mitigate impact of classified operations on national airspace system. Brief Manager, AJR-24 monthly on classified mission execution and results. Due September 30, 2016

Internal Work Objective: Airspace and Regulations

Responsible for formulating regulatory policy related to the National Airspace System. Lead the efforts for determining the compliance to various Federal Regulations of an OE/AAA petition received by the FAA Administrator for obstacles that may impact navigable airspace. The group develops rules, policy, and standards for the safe and efficient use of the navigable airspace; reviews and analyzes the potential effect of proposed changes in airspace allocation; and recommends national policy for establishing Special Use Airspace.

Internal Work Initiative: AJO/AJV-11 Airspace and Regulations

Responsible for formulating regulatory plans to the National Airspace System. Lead the efforts for determining airspace uses and the impact of Emerging Technology has on Airspace Policy. The group develops rules, policy, and standards for the safe and efficient use of the navigable airspace; reviews and analyzes the potential effect of proposed changes in airspace allocation which includes environmental policy for Airspace actions; and recommends national policy for establishing Airspace.

Internal Work Activity: Airspace Regulations and Rulemaking

Responsible for formulating regulatory policy for the Air Traffic Organization through collaborative efforts with other LOBs and the coordination of policies with ARM for publication into the Federal Register.

Activity Target 1:

Complete rulemaking action to amend the Dallas/Fort Worth International Airport name (listed as Dallas/Fort Worth Regional Airport) listed in 14 CFR Part 91, Appendix D, Sections 1, 3, and 4, to match the FAA's aeronautical database information. Due September 30, 2016

Activity Target 2:

Submit rulemaking Action Plan to Rulemaking Council for approval to form a team and start working on update to Part 101, subpart D, Unmanned Balloons. Due September 30, 2016

Activity Target 3:

Complete scanning and archiving of FAA Orders

7400.2 / 7400.8/ 7400.9 in compliance with agency policy to go paperless by 2017. Due June 30, 2016

Activity Target 4:

Initiate rulemaking that would create a TFR established for the purposes of law enforcement. Due September 30, 2016

Activity Target 5:

Complete update to FAAO 7400.2 and FAAO 7210.3 that will insert guidance to process waivers for parasail operations. Due July 31, 2016

Internal Work Activity: Environmental Regulations

Responsible for formulating regulatory policy for environmental needs. Program manages the assessment of environmental reviews and analyses to develop new or modify existing regulations.

Activity Target 1:

Produce draft of AJV community involvement process for non-Metroplex PBN actions. Due September 30, 2016

Activity Target 2:

Release a revised version of AEST (Aviation Environmental Screening Tool) that incorporates AEDT version 2b (Aviation Environmental Design Tool). Due September 30, 2016

Internal Work Activity: New User Entrants

Provide regulations for new entrants to the NAS. Emerging technologies have resulted in a substantial increase in New Entrant activity that goes beyond the provisions of 14 CFR part 101. These technologies include: Unmanned Free Balloons (UFB) with increased vertical performance envelopes and payloads greater than 5 pounds, UFBs used as a launch mechanism for UAS, Unmanned gliders, rockets and quadcopters (also known as Hybrid Operations), and certain fireworks displays and sky lanterns. Also, consideration of criteria to consider for proposed launch sites on or near existing airports.

Activity Target 1:

Develop policy and changes to Part 101 to authorize Letters of Agreement (LOAs) for fireworks and sky lanterns who propose to operate in close proximity to airports based on CAP 736 rules. Due September 30, 2016

Internal Work Initiative: Integrate UAS into the NAS for ATO

Support continued ATO UAS integration efforts with development of UAS-related policies, processes, documents and procedures.

Internal Work Activity: Processing Certificates of Authorization (COA)

The processing of Certificate of Waiver or Authorization (COA) that permits public agencies and organizations to operate a UAS in a defined airspace.

Activity Target 1:

Process 80 % of all COAs within 60 days of submission. Due September 30, 2016

Internal Work Activity: Integrate UAS into the NAS

Explore UAS use in three operational scenarios: beyond line of sight, extended line of sight and UAS use over crowds.

Activity Target 1:

Conduct Safety Risk Management (SRM) Panels and implement SRM monitoring activity to support the safe and incremental access for unmanned aircraft systems (UAS) into the national airspace system. Due September 30, 2016

Activity Target 2:

Support international activities involving the safe integration of unmanned aircraft systems into non-segregated airspace with attendance to national/regional meetings with expertise and/or position papers as necessary. Due September 30, 2016

Internal Work Activity: Support Integrate UAS into the NAS for ATO

Support continued ATO UAS integration efforts with development of UAS-related policies, processes, documents and procedures.

Activity Target 1:

AJT will provide subject matter expert (SME) support the ATO integration of UAS into the NAS. Due September 30, 2016

Activity Target 2:

Support the integration of UAS into the NAS by supporting the development of ATC procedures. Due September 30, 2016

Internal Work Objective: Aviation System Efficiency and Capacity Improvements

Complete Planning and Development Milestones to Enhance Efficiency and Capacity at the nations' Core airports.

Internal Work Initiative: Major Airspace

Redesign of airspace and change procedures to increase efficiency of the NAS.

Internal Work Activity: Airspace Redesign

This program supports increased efficiency and enhanced safety by funding changes in facilities necessary to accommodate airspace redesign. Implementation of airspace redesign efforts frequently results in changes to the number and span of control of operational positions or sectors, including changes to sector, area or facility boundaries. Transition to a new configuration resulting from airspace design requires changes in the supporting infrastructure. These infrastructure changes can include: frequencies, connectivity of radio site to control facility, position to position connectivity, surveillance infrastructure modifications to ensure proper RADAR coverage; automation modifications to facility data and flight data processing; interfacility communication modifications; additional consoles and communication backup needs; and modifications to facility power and cabling. The program also supports the use of risk management and collaborative evaluation capabilities to identify requirements, opportunities and threats in the early stages of the design process. Support engineering and technical services for Major Airspace Redesign Projects.

Activity Target 1:

Provide program management oversight and technical guidance to airspace redesign activities. Provide analytical/technical support services for Major Airspace Redesign projects. Due September 30, 2016

Internal Work Activity: Lending Capacity and Safety Expertise

Participation in national and international aviation meetings, panels, committees, boards, and technical interchanges integral to capacity and safety initiatives. Current and future examples are; involvement in efforts for de-conflicting and optimizing airspace around major metropolitan areas (Metroplex); analyses and subsequent initiatives to ensure existing airspace design meets air traffic and aviation user needs; analysis and resolution of airspace issues with UAS integration into the NAS, and PBN-based procedural development.

Activity Target 1:

Provide support for National Airspace System (NAS) needs and requirements, via strategic leadership with scientific and experimental data and expertise. Due September 30, 2016

Internal Work Initiative: AJO/AJW-B NATIONAL ENTERPRISE OPERATIONS

Maintain the National Enterprise Operations (NEO) mission, vision, and core values. Ensure that the management team meets the NEO mission, vision, and core values.

Internal Work Activity: AJO/AJW-B NATIONAL ENTERPRISE OPERATIONS, AJW-B0, COST CENTER CODE WA8Z12

NEO full implementation of total functionality as planned as part of the recent organizational realignment.

Activity Target 1:

All NEO employees under newly created positions are working under new JATS and Position Documents by February 28, 2016. Due September 30, 2016

Activity Target 2:

Complete, fully evaluate and provide recommendation to VP of Technical Operations on OCC to SOC. Workload Transition Test in Denver, Chicago, and Boston. Due September 30, 2016

Internal Work Initiative: AJO/AJW-B1 NETWORK OPERATIONS

Provide operational oversight and maintenance of assigned global enterprise systems and networks supporting the aviation community.

Internal Work Activity: AJO/AJW-B110 NETWORK ENTERPRISE MANAGEMENT CENTER, WA877P

Provide operational oversight and maintenance of assigned Network Enterprise Management Center (NEMC) global enterprise systems/networks and mitigate impact to the NAS for both scheduled and unscheduled events.

Activity Target 1:

Monitor and maintain the NAS Message Replacement (NMR) system and minimize outages impacting NAS operations while maintaining Service availability at or above 99.7% (combined average of adjusted Service availability

between Atlanta and Salt Lake City). Additionally, ensure the NMR service (NMRS) is at least 99.7% each month for the fiscal year. Due September 30, 2016

Activity Target 2:

Monitor and maintain Weather Message Switching Center Replacement (WMSCR) and minimize outages impacting NAS operations while maintaining Service availability at or above 99.7% (combined average of adjusted Service availability between Atlanta and Salt Lake City). Additionally, ensure the WMSCR service is at least 99.7% each month for the fiscal year. Due September 30, 2016

Activity Target 3:

Monitor and maintain the Automated Weather Observation System Data Acquisition (ADAS) / Regional ADAS Service Processor (RASP) network and minimize outages impacting NAS operations while maintaining Service availability at or above 99.7% (combined average of adjusted Service availability between Atlanta and Salt Lake City). Due September 30, 2016

Internal Work Activity: AJO/AJW-B115 (VA), WAAS OPERATIONS EAST AND AJO/AJW-B116 (CA) WAAS OPERATIONS WEST

Provide operational oversight and maintenance of assigned Wide Area Augmentation System (WAAS) East/West global enterprise systems/networks and mitigate impact to the NAS for both scheduled and unscheduled events.

Activity Target 1:

In accordance with 6000.15, the Wide Area Augmentation System (WAAS) Operations Teams will perform site inspections of 7 facilities with FAA owned equipment and leased services located at contractor and international sites. Sites to be inspected biennially include 6 Signal Generator Subsystem (SGS) facilities under contractor maintenance in the United States, 9 Wide-Area Reference Stations (WRSs) located in Canada & Mexico, and 1 WAAS Communications Node (WCN) located in Mexico. (Note inspections due in FY16 are YWG, YFB, Q9B, Q9E, Q9C, HDH, SZP) Due September 30, 2016

Internal Work Initiative: AJO/AJW-B2 TELECOMMUNICATIONS GROUP

Ensure that FAA owned and leased telecommunications services meet or exceed customer expectations. Provide a single point of contact for telecommunications and operational oversight of assigned global enterprise

systems and networks while continuing to support legacy services to the aviation community.

Internal Work Activity: FAA TELECOMMUNICATIONS SERVICES, AJW-B200, COST CENTER CODES: WA88J0, WA88J1, WA88J2, WA88J4, AND WA88J6

Improve the availability and reliability of customer telecommunications services while mitigating the impact of telecommunications outages on the NAS. Serve as the single focal point for all telecommunications issues. Liaison between the Program Management Office (PMO) and the field to ensure the field is able to manage all new and existing services.

Activity Target 1:

Identify key FAA sites that will benefit from the implementation of improved network optimization technology and other operational improvements across the FAA telecommunications networks. Due September 30, 2016

Activity Target 2:

Identify legacy Radio Communication Link (RCL) sites to the Program Management Office (PMO) that can be eliminated and replaced with FAA Telecommunications Infrastructure (FTI) assets to improve reliability of the telecommunications network for NAS services, thus reducing operation and maintenance and lease costs to the agency overall. Due September 30, 2016

Activity Target 3:

Ensure that the FAA Telecommunications Infrastructure (FTI) network meets or exceeds an aggregate availability of .9999 for dual-threaded NAS operational services. Due September 30, 2016

Internal Work Initiative: AJ0/AJW-B3 NATIONAL OPERATIONS

Maintain operational availability of the National Airspace System (NAS) at 99.7 percent. Provide programmatic Technical Operations, leadership in the following areas: facility incident response; ATSAP; TSAP; program emergency operations; COOP: National Aircraft Accident Response; TechNet; modification tracking; strategic event coordination; Maintenance moratoria, maintenance alerts; international outreach; system administration; GPS Coordination and oversight to category C or D runway incursions.

Internal Work Activity: NATIONAL OPERATIONS CONTROL CENTER, AJW-B3

National Operations Control Center is the principal element of Technical Operations at the national level. Responsible for providing a national operations focus for the delivery of tactical NAS services, decision management, and operational reporting of NAS status. The NOCC provides 24/7 oversight for day to day management of the NAS infrastructure, and manages emergency disaster recovery activities with the Service Areas.

Activity Target 1:

Stand up SBS ECC desk at POCC by March 30, 2016 with at least 16 hour coverage. Due September 30, 2016

Activity Target 2:

Stand up Datacomm ECC desk at MOCC by March 30, 2016 with at least 16 hour coverage. Due September 30, 2016

Activity Target 3:

Stand up SWIM ECC at AOCC by March 16, 2016 with at least 8 hour coverage. Due September 30, 2016

Activity Target 4:

Complete the installation and cutover of FAVES at the AOCC and POCC. Due September 30, 2016

Activity Target 5:

Integrate Notam Manager data sharing with RMLS by April 30, 2016. Due September 30, 2016

Activity Target 6:

Develop auto generated tickets in RMLS for MRs by December 15, 2015. Due September 30, 2016

Activity Target 7:

Transition all ADAS sensor monitoring and reporting to NEMC by February 28, 2016. Due September 30, 2016

Activity Target 8:

Transition all NDP monitoring and reporting to POCC by February 28, 2016. Due September 30, 2016

Internal Work Initiative: AJ0/AJW-B4 ENTERPRISE OPERATIONS

Secure the NAS from evolving cyber threats and Information Systems Security (ISS) vulnerabilities that have the potential to impact Air Traffic Operations. This is done by providing Risk Management System

Authorization, Governance, Architectural Development, Monitoring, Detection, and Response through NAS Cyber Operations. These services provide the agility necessary for the ISS environment, while complying with public law and supporting aviation safety and efficiency goals.

Internal Work Activity: ENTERPRISE & CYBER OPERATIONS, AJW-B41, COST CENTER CODE WA8053

Provide NAS cyber situational awareness and positively impact the Air Traffic Operations decision making process through centralized NAS cyber event monitoring, detection, analysis, coordination, and response.

Activity Target 1:

Maintain NAS Cyber Operations monitoring capability of at least 99.9%. Due September 30, 2016

Internal Work Activity: ENTERPRISE DATA SERVICES, AJW-B42, COST CENTER CODE WA8056

Assure that NAS information systems are operating at a defined acceptable level of cyber security risk.

Activity Target 1:

Monitor and maintain NAS Aeronautical Information Management Enterprise System (NAIMES) and minimize outages impacting NAS operations while maintaining operational availability at or above 99.7%. Due September 30, 2016

Activity Target 2:

Monitor and maintain the Traffic Flow Management System (TFMS) and minimize outages impacting NAS operations while maintaining operational availability at or above 99.7%. Due September 30, 2016

Internal Work Initiative: AJO/AJW-B5 INTEGRATION & TECH SUPPORT

Maintain operational availability of the National Airspace System (NAS) while integrating new NAS systems and services seamlessly into the operational environment. Provide technical support to NAS enterprise services and infrastructure.

Internal Work Activity: OPERATIONS INTEGRATION, AJW-B51, COST CENTER CODE WA822B0000

Efficiently integrate new NAS systems and services seamlessly into the operational environment by

ensuring that the framework is in place to support operations and maintenance (O&M).

Activity Target 1:

Ensure 90% of the checklist items are completed prior to a new service's operational date. Due September 30, 2016

Internal Work Activity: AJO/AJW-B52 TECHNICAL SUPPORT TEAM, COST CENTER CODE WA8Z14

Provide technical support to NAS enterprise services and infrastructure. Resolve technical issues at the first level of operational support, coordinate the implementation of modifications and cutover activities, deliver familiarization training, perform NAS change documentation reviews and perform operations event logging.

Activity Target 1:

Establish formal triage agreement with AJW-17 for NMR, WMSCR, ADAS/RASP by February 28, 2016. Due September 30, 2016

Activity Target 2:

Establish formal triage agreement for WAAS and SBS with AJW-14 by February 28, 2016. Due September 30, 2016

Activity Target 3:

Identify and establish training/familiarization courses by December 31. Due September 30, 2016

Activity Target 4:

Establish a training/familiarization schedule for employees by February 28, 2016. Due September 30, 2016

Internal Work Activity: AJO/AJW-52 TECHNICAL SUPPORT TEAM

Provide centralized tool management. Maintain and enhance existing tool applications, provide oversight of the requirements and development of new tools and keep a status accounting of all National Enterprise Operations (NEO) tools.

Activity Target 1:

Complete the maintenance/enhancement of 5 existing tool applications within the fiscal year. Due September 30, 2016

Activity Target 2:

Complete an inventory of the NEO Tool Access Database (TAD) to validate and update the

accounting status of NEO tools. Due September 30, 2016

Activity Target 3:

Complete development and deployment of NTRS Phase 2. Due September 30, 2016

Internal Work Initiative: AJO/AJW-B6 OPERATIONS PROGRAMS

Support NEO business operations through effective formulation and execution of funds, efficient resource utilization, and by administering proper certification, safety and required training needs. Provide tactical operational coordination to support NAS Operations and emergencies. Provide programmatic support to NAS operations and systems and improve strategic safety reporting and communications. Promote a safe and secure NAS by enhancing information security systems and identifying safety risk management processes.

Internal Work Activity: PROGRAM CONTROL TEAM , AJW-B61, COST CENTER CODE WA88G1

Provide business operations support to the NEO Directorate ensuring efficient and effective allocation and utilization of resources within the main focus areas of financial management, staffing and resource management, training, and contracts.

Activity Target 1:

Obligate 98% of FY16 allocation by September 30th. Formulate spending requirements based on initial allowances and adjust accordingly throughout the fiscal year as allowances are revised. Conduct quarterly fund reviews with management to ensure budget execution is within authorized allowances. Due September 30, 2016

Activity Target 2:

Prepare monthly cash flow reports to monitor contract burn rates and ensure that the contract ceiling is not exceeded. Hold quarterly reviews to manage requirements. Due September 30, 2016

Activity Target 3:

Prepare and submit personnel actions to Management Services within 10 business days of request. Due September 30, 2016

Internal Work Activity: TACTICAL OPERATIONS PROGRAMS, ATO/AJW-B62

Provide tactical operational coordination to support NAS Operations and emergencies in such areas as: Facility Incident Response and Continuity of Operations Planning; National Aircraft Accident

Response; Maintenance Alerts and Moratoria: ATO Efficiency Report Online (AERO) dashboard application.

Activity Target 1:

Update Maintenance Alert language in Order 6000.15 General Maintenance Handbook for National Airspace System (NAS) facilities. Due September 30, 2016

Activity Target 2:

Administer annually at least one Emergency Operations program review and table top exercise with each of the Service Area Facility Incident Response (FIR) leads pertaining to consistent policy, incident, response, continuity of operations, and contingency planning nationwide. Centralize all references and resources on a single online website. Due September 30, 2016

Activity Target 3:

Coordinate the development and deployment of Infrastructure Services as Needed (ISAN) within the AERO application. Due September 30, 2016

Internal Work Activity: STRATEGIC OPERATIONS PROGRAM TEAM, AJO/AJW-B63

Provide programmatic support to NAS operations and systems and improve strategic safety reporting and communications in Technical Operations.

Activity Target 1:

Document and report Technical Operations related surface incidents of C&D classification runway incursions by the 5th of each month. Due September 30, 2016

Activity Target 2:

Establish a center of excellence in Technical Operations for assigning, facilitating, and tracking Corrective action Plans. This will include ATSAP/TSAP-X, whistleblower, hotline, OIG, GAO, NTSB, AOV, and AJI corrective action plans. Due September 30, 2016

Activity Target 3:

Maintain Tech/Net web portal availability of at least 95% with daily updates on NAS systems and equipment using numerous applications and automated tools. Due September 30, 2016

Internal Work Activity: SECURITY ASSESSMENT AND AUTHORIZATION PROGRAM TEAM, AJO/AJW-B64

Promote a safe and secure NAS by enhancing information security systems and identifying safety risk management processes.

Activity Target 1:

Ensure 90% of deployed NAS systems are authorized by their eligible reauthorization date. Due September 30, 2016

Activity Target 2:

Ensure the IRAT team responds to at least 90% of issues identified by Cyber Operations. Due September 30, 2016

Activity Target 3:

Continue transition to Information System Continuous Monitoring model for NAS Systems to meet FISMA and OMB mandates. Due September 30, 2016

**Internal Work Initiative: AJ0/AJW-B7
NAS Defense Program**

Maintained NAS Defense Facilities and Services

**Internal Work Activity: AJW-B71 NDP
RESOURCE SERVICES**

Effectively and efficiently manage the LRR NDP cost-share program in accordance with the regulations and guidance provided by DOD and by annually achieving the objectives of the FAA-USAF Joint Services Agreement (JSA).

Activity Target 1:

Provide quarterly funding to Elmendorf AFB to meet the contractual obligations we have in accordance with the Joint Service Agreement. Due September 30, 2016

**Internal Work Objective:
Performance Based Navigation**

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

**Internal Work Initiative: Metroplex
(Airspace Optimization)**

Optimize airspace and procedures in the Metroplex.

**Internal Work Activity: Metroplex
(Airspace Optimization)**

The Airspace Optimization Group will begin integrated airspace design and associated activities, including traffic flow analysis and facilitated design and

procedures optimization. This will lay the framework for accelerating PBN initiatives, taking a systems approach for airspace design and procedure implementation. The goal for FY16 will be to complete 80% of the Metroplex Business Plan Targets.

Activity Target 1:

Complete Northern California Post Implementation activities. Due September 30, 2016

Activity Target 2:

Complete Washington DC Post Implementation activities. Due June 30, 2016

Activity Target 3:

Complete Charlotte first staged Implementation. Due December 30, 2015

Activity Target 4:

Complete Atlanta first staged Implementation. Due September 30, 2016

Activity Target 5:

Begin Southern California Implementation Activities. Due August 31, 2016

Activity Target 6:

Complete Southern California Training and Implementation Plans. Due September 30, 2016

Activity Target 7:

Complete Cleveland/Detroit 100% Design. Due December 31, 2015

Activity Target 8:

Complete Florida Pencils Down milestone at 90% design. Due September 30, 2016

Activity Target 9:

Complete Denver Design phase Due September 30, 2016

Activity Target 10:

Complete Las Vegas Study phase. Due February 28, 2016

**Internal Work Activity: Metroplex Support
(Airspace Optimization)**

The Optimization of Airspace and Procedures in the Metroplex (OAPM) project begin integrated airspace design and associated activities, including traffic flow analysis and facilitated design and procedures optimization. This will lay the framework for accelerating Performance Based Navigation (PBN) initiatives, taking a systems approach for airspace design and procedure implementation. This project is

focused on operational optimization, delivering key efficiencies for the nation's busiest metropolitan areas within 2-3 years once work begins at each site.

Activity Target 1:

AeroNav Products will participate in all kick-off meetings and any other required meetings/telecons to ensure the completion of one Metroplex Study Team. Due September 30, 2016

Activity Target 2:

AeroNav Products will participate in the procedure design phase and provide input on procedure design/waivers to complete Metroplex design work at one location. Due September 30, 2016

Activity Target 3:

AeroNav Products will evaluate Metroplex procedure work and coordinate with the project manager on any issues affecting timely development of procedures to ensure Metroplex evaluation activities begin at one Metroplex location. Due September 30, 2016

Activity Target 4:

AeroNav Products will participate in post-implementation activities. Due September 30, 2016

Internal Work Activity: Metroplex (Airspace Optimization) Support

The Optimization of Airspace and Procedures in the Metroplex project begin integrated airspace design and associated activities, including traffic flow analysis and facilitated design and procedures optimization. This will lay the framework for accelerating Performance Based Navigation (PBN) initiatives, taking a systems approach for airspace design and procedure implementation. This project is focused on operational optimization, delivering key efficiencies for the nation's busiest metropolitan areas within 2-3 years once work begins at each site.

Activity Target 1:

Support the implementation efforts for the optimization of airspace and procedures in select Metroplex areas. Due September 30, 2016

Internal Work Activity: Metroplex Support (Airspace Optimization)

The Optimization of Airspace and Procedures in the Metroplex project begin integrated airspace design and associated activities, including traffic flow analysis and facilitated design and procedures optimization. This will lay the framework for accelerating Performance Based Navigation (PBN) initiatives, taking a systems approach for airspace

design and procedure implementation. This project is focused on operational optimization, delivering key efficiencies for the nation's busiest metropolitan areas within 2-3 years once work begins at each site.

Activity Target 1:

Support the implementation efforts for the optimization of airspace and procedures in select Metroplex areas. Due September 30, 2016

Activity Target 2:

Support the implementation efforts for the optimization of airspace and procedures in select Metroplex areas. Due September 30, 2016

Activity Target 3:

Provide AJT Air Traffic Services (terminal and en route) subject matter experts to participate on study teams. Due October 31, 2015

Activity Target 4:

Develop recommendations for conceptual airspace and procedure solutions. Due September 30, 2016

Internal Work Initiative: Performance Based Navigation Integration

Provide policy oversight and technical guidance for the implementation of Performance Based Navigation (Area Navigation/Required Navigation Performance) routes and procedures.

Internal Work Activity: Global Implementation of U.S. Performance Based Navigation (PBN)

Promote global implementation of U.S. Performance Based Navigation (PBN) concepts and applications, including area navigation (RNAV) and required navigation performance (RNP) procedures.

Activity Target 1:

Demonstrate RNAV/RNP applications via educational seminars or concept demonstrations as necessary. Due September 30, 2016

Activity Target 2:

Support ICAO PBN Study Group meetings, ICAO regional forums, and bilateral forums with expertise and/or position papers as necessary. Due September 30, 2016

Activity Target 3:

Serve as a member and participate in a minimum of two activities on the CANSO Operations Standing Committee PBN Sub Group to support development of PBN guidance material and best

practices for PBN implementation. Due September 30, 2016

Internal Work Activity: Performance Based Navigation Strategy

FAA is undergoing major infrastructure changes to upgrade outdated systems that are costly to maintain. As part of this transformation, FAA is implementing new space-based Performance Based Navigation (PBN) routes and procedures that leverage emerging technologies and aircraft navigation capabilities. In the past PBN tools were used to incrementally bring efficiencies to airspace (i.e. Metroplex Program); now we are creating a 15-year strategy that will make PBN the means to navigation in the NAS with other conventional means available only for resiliency. These changes will bring improvements in aircraft navigation performance while providing an opportunity to increase efficiency, predictability, and flexibility.

Activity Target 1:

Coordinate the draft PBN Nav strategy with, and receive technical comments from the Performance-Based Operations Aviation Rulemaking Committee (PARC). Due March 31, 2016

Activity Target 2:

Coordinate the draft PBN Nav strategy with, and receive business oriented comments from the NextGen Advisory Committee. Due June 30, 2016

Activity Target 3:

Finalize the PBN NAV strategy for final stakeholder coordination. Due September 30, 2016

Activity Target 4:

Mature PBN Route Structure Con-Ops and socialize with Industry stakeholders. Due September 30, 2016

Internal Work Activity: Flight Inspection/Validation Support for PBN

An annual Project Level Agreement between AJV and AJW is executed at the beginning of the fiscal year. The agreement provides for the flight inspection/validation prior to publication of Instrument Flight Procedures as required by FAA regulations. AJW-3 will flight check and certify/validate both new and amended procedures as follows: Q Routes, RNAV Departure Procedures (DPs), RNAV Standard Terminal Arrivals (STARs), Terminal "T" Routes, and RNP Special Aircraft Aircrew Authorization Required (AR) Procedures.

Activity Target 1:

Provide FY2016 flight inspection support to the Performance Based Navigation (PBN) Integration program. The agreed upon goals for numbers of Public RNP/ARs and STARs to be funded by the program office and provided for inspection/validation will appear in SPIRE along with the monthly status. Due September 30, 2016

Internal Work Activity: Develop and Elevate Awareness for PBN Procedures

Develop and Elevate Awareness for FAA Reauthorization H. R. 658 Sec 213 required PBN procedures at the Core and Non-Core 35 Airports.

Activity Target 1:

Complete development and elevate awareness for H. R. 658 Sec 213 Part B required PBN procedures at the Non-Core 35 Airports. Due September 30, 2016

Internal Work Activity: Required Navigation Performance (RNP) Track-to-Fix

Establish Required Navigation Performance (RNP) Track-to-Fix Safety Analysis.

Activity Target 1:

Established on RNP Track-to-Fix of Fly-By Approaches Safety Analysis. Due December 31, 2015

Internal Work Initiative: National Procedure Assessment (NPA)

Develop The National Procedure Assessment (NPA) strategy, finalize plans, determine cost savings and establish targets and implementation plans to achieve and track cost savings as a result of cancellation of underutilized or unused Instrument Flight Procedures (IFPs).

Internal Work Activity: Redundant or Unused Instrument Flight Procedure Removal/Cancellation

The Procedure Review, Refine, and Recommend for cancellation team (RRR) administers the process outlining rulemaking actions required by the National Procedures Assessment (NPA) initiative. NPA will develop the strategy, finalize plans, determine cost savings and establish targets and implementation plans to achieve and track cost savings as a result of cancellation of underutilized or unused Instrument Flight Procedures (IFPs).

Activity Target 1:

Develop standard operating procedures for instrument flight procedure cancellation. Due December 31, 2015

Activity Target 2:

The Procedure Review, Refine, and Recommend for cancellation team (RRR) will execute plan to cancel IFPs and validate plan with internal and external stakeholder input. Due June 30, 2016

Activity Target 3:

Develop the next category of IFPs to consider for cancellation. Finalize plan and begin execution of the cancellation process. Due September 30, 2016

Activity Target 4:

The Procedure Review, Refine, and Recommend for cancellation team (RRR) will develop a Program Plan that identifies coordination requirements for internal and external stakeholders, along with timelines for achieving objectives. Due September 30, 2016

Internal Work Activity: Develop, Review, Revise and/or Removal of Procedures

Collaborate with Headquarters to develop, review, revise and/or remove procedures as necessary.

Activity Target 1:

Service Centers will collaborate with Headquarters to develop, review, revise and/or remove Aeronautical procedures, specifically "Instrument Approach and Instrument Flight Procedures", as necessary. Due September 30, 2016

Internal Work Activity: Develop, Review, Revise and/or Removal of Procedures Support

Collaborate with Headquarters to develop, review, revise and/or remove procedures as necessary.

Activity Target 1:

Service Centers will collaborate with Headquarters to develop, review, revise and/or remove Aeronautical procedures, specifically "Instrument Approach and Instrument Flight Procedures", as necessary. Due September 30, 2016

Activity Target 2:

Service Centers will collaborate with Headquarters to develop, review, revise and/or remove Aeronautical procedures, specifically "Instrument Approach and Instrument Flight Procedures", as necessary. Due September 30, 2016

Internal Work Objective: Average Daily Capacity

Maintain an average daily capacity for core airports of 57,975, or higher, arrivals and departures.

Internal Work Initiative: NY Operational Initiatives

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

Internal Work Activity: NY Operational Initiatives

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

Activity Target 1:

Support PANYNJ Runway Safety Improvements at John F. Kennedy International Airport (JFK) to help minimize equipment and procedure outages. Support restoration and coordinate flight inspection activities in support of JFK including returning of JFK R/W 4L ILS to service. Due October 15, 2015

Activity Target 2:

Support PANYNJ Runway Safety Improvements at John F. Kennedy International Airport (JFK) to help minimize equipment and procedure outages. Coordinate flight inspection activities in support of JFK including returning of JFK R/W 4L ILS to service. Due October 15, 2015

Activity Target 3:

Provide support to implement FY16 Integrated Master Schedule ATS activities in support of SA CAT II for Long Island MacArthur Airport (ISP) for Runway 06. Support flight inspection activities to achieve scheduled publication date. Due December 10, 2015

Internal Work Initiative: AJR-G Performance Analysis Core Work

Executes the mission of System Operations Services by strengthening our customers' decision making by providing planning, metrics, modeling and analysis of the NAS. Establishes goals, strategies, budgets and priorities. Allocates and manages resources to meet performance targets.

Internal Work Activity: Forecast Analysis - AJR-G1

Serves as the official source for National Airspace operational schedules to foster consistency in investment analysis and performance modeling.

Activity Target 1:

Produce annual Future Schedules representing seasonal NAS operations for FY15. Due March 30, 2016

Activity Target 2:

Provide Future Schedule support for two key FAA operational benefit assessments. Due September 30, 2016

Activity Target 3:

Update future schedule algorithms to reflect the best operational representation of NAS activity, NAS constraints and airline scheduling behavior. Due September 30, 2016

Activity Target 4:

Produce report on assessment of FAA facility projections. Due September 30, 2016

Internal Work Activity: Operations Analysis - AJR-G2

Analyzes data to determine the key drivers of NAS-wide performance. Analyzes airline schedules and behavior to determine their effect on NAS performance. Develops, enhances, and validates ATO modeling tools to simulate and analyze airport and airspace capacities and overall NAS performance.

Activity Target 1:

Complete an initial demand projection and update the projections every three months after the initial demand projection is completed. Due September 30, 2016

Activity Target 2:

Complete an initial delay projection and update the projections every three months after the initial delay projection is completed. Due September 30, 2016

Activity Target 3:

Generate two performance analysis reports. Due August 31, 2016

Internal Work Activity: Economic Analysis - AJR - G3

Models and analyzes operational and economic data to quantify the impact of aviation on the national economy.

Activity Target 1:

Update the economic impact of aviation on the US economy. Due September 30, 2016

Activity Target 2:

Publish a report on the impact of aviation on US productivity Due July 31, 2016

Internal Work Activity: Capacity Analysis - AJR-G5

Conducts fast-time simulation modeling with data driven research, analysis and planning to support the introduction of new capabilities and strategies for optimizing capacity to improve NAS performance and efficiency.

Activity Target 1:

Conduct fast-time simulation modeling and analysis in support of airport construction at LAX and ORD. Due September 30, 2016

Activity Target 2:

Complete two annual service volume studies - Charlotte Douglas International Airport (CLT) and Teterboro Airport (TEB). Due June 30, 2016

Activity Target 3:

Provide modeling and analysis studies for other organizations as requested and agreed. Due September 30, 2016

Activity Target 4:

Serve as Subject Matter Experts (SMEs) for Plan, Execute, Review, Train, Improve (PERTI) Concept. Attend meetings and site visits, as required. Due March 31, 2016

Activity Target 5:

Re-Categorization analysis for selected airports. Due September 30, 2016

Internal Work Activity: Air Traffic Operations Network (OPSNET)

Manage the continued operation, improvements and enhancements of the Air Traffic Operations Network (OPSNET) system.

Activity Target 1:

Review traffic counts for accuracy on a daily basis and ensure at least 85% of monthly air traffic activity counts are entered into Operations Network (OPSNET) as required. Provide support to Service Areas and/or facilities when no data have been received in order to clarify and amend any discrepancies and meet traffic count reporting requirements. Analyze traffic count data for trends

in system performance, produce monthly reports and ad-hoc reports as appropriate. Due September 30, 2016

Activity Target 2:

Review all reported delays for accuracy and forward discrepancies to the Service Areas and/or facilities for clarification/amendment, and monitor until resolved. Due September 30, 2016

Internal Work Initiative: System Capacity, Planning, and Improvements - ATDP (CIP# M08.28-00)

The System Capacity, Planning, and Improvements program provides data and analyses on NAS operations to FAA executives and managers to help them identify deficiencies and develop proposals to improve NAS performance. This work includes: Airport modeling and analysis, Enhancements of the Performance Data Analysis and Reporting System (PDARS), Development of new Agency level metrics, and Benchmarking of ATO performance with other Air Navigation Service Provider (ANSP)., and This program also sponsors NAS performance and airport capacity studies where experts from the FAA, academia, and industry collaborate.

Internal Work Activity: System Capacity, Planning, and Improvements

Provide the FAA with data and analyses on NAS operations to help identify deficiencies and develop proposals to improve NAS performance.

Activity Target 1:

Complete PDARS Modernization Plan Due December 30, 2015

Activity Target 2:

Complete PDARS Modernization Plan analysis Due August 31, 2016

Activity Target 3:

Initiate PDARS Modernization Due July 31, 2016

Internal Work Initiative: ATO Metrics Reporting

Serve as ATO lead for Metrics Reporting efforts, including COO Quarterly Review, NextGen Advisory Committee meetings, and Operational Performance Dashboards.

Internal Work Activity: COO Quarterly Performance Review

The ATO Chief Operating Officer and the direct reports of the different ATO business units meet quarterly to review operational performance. AJR-G is the lead for preparing and delivering these briefings.

Activity Target 1:

Develop 4 briefings summarizing ATO performance for use in COO briefs. Due September 30, 2016

Internal Work Activity: ATO Tactical Performance Reporting (Performance Dashboards)

Individual ATO units develop metric reporting tools that allow managers in these units to assess performance on a tactical basis. These systems require work in both metric definition and the provision of accurate data to drive these metrics.

Activity Target 1:

Provide guidance and development support for at least one ATO tactical reporting tool (Metric Dashboard). Due September 30, 2016

Internal Work Activity: ATO External Performance Reporting

The ATO is required to report on metrics to external groups such as the RTCA-led Nextgen Advisory Council (NAC) or through customer forums involving airlines.

Activity Target 1:

Represent ATO in at least two external meetings on operational performance. Due September 30, 2016

Internal Work Initiative: Time-based Metering

Expand use of time-based metering at air traffic control centers. TBFM uses Time Based Metering (TBM) software to optimize the capacity in the NAS. TBFM determines specific time of arrival for waypoints in an aircraft's route and allows more precision in aircraft separation. TBFM Work Package 2 (G02A.01-03) improved the management of traffic flow throughout the cruise phase of flight through point-in-space metering or extended metering, resolved the issue of TMA hardware obsolescence, increased airspace capacity utilization through flexible scheduling, shared metering data with other tools/stakeholders, enabled more accurate Area Navigation/Required Navigation Performance (RNAV/RNP) routes, enable more efficient departure operations with the integrated departure and arrival concept (IDAC), and increased traffic manager awareness of severe weather within their area of responsibility. TBFM Work Package 3 (G02A.01-06) will

continue to provide time-based metering solutions across all phases of flight to include terminal airspace. This will increase daily airport capacity by reducing the last minute maneuvering of aircraft as they approach their destination airport and assist controllers and traffic management coordinators/specialists in organizing the arrival stream for maximum use of that airport capacity. WP3 Solution Development and Implementation phase is planned for FY15-FY22. TBFM WP3 is composed of two main components; Terminal Sequencing and Spacing (TSAS) and IDAC expansion. TSAS will perform Time-Based Metering in the Terminal Airspace. TSAS optimizes the traffic flow in congested areas by delivering a more efficient, consistent flow of traffic to the airport. IDAC will be expanded to five additional ARTCCs that were not included in WP2.

Internal Work Activity: Transition to Time Based Flow Management (TBFM) (G02A.01-06)

Transition to Time Based Flow Management (TBFM)

Activity Target 1:

TSAS System Design Review (SDR). Due December 31, 2015

Activity Target 2:

Begin TSAS Software Development. Due September 30, 2016

Internal Work Initiative: ASR-11 - Tech Refresh - Segment 2, S03.02-05

The ASR-11 Technology Refresh program replaces and upgrades obsolete ASR-11 Commercial Off-The-Shelf (COTS) hardware and software to ensure the continued reliable and cost effective operation of the radar system through its designated lifecycle. This is an ongoing program to address obsolescence and maintenance issues and will be accomplished in separate sequential 5-year segments. The ASR-11 Tech Refresh Segment 2 is being structured to address the following shortfalls identified in the approved ASR-11 Tech Refresh Segment 2 Implementation Strategy and Planning Document: 1) Site Control Data Interface (SCDI) /Operator Maintenance Terminal (OMT) obsolescence. 2) Uninterruptible Power Supply (UPS) capacitor at end of life expectancy. 3) Bring the ASR-11 Radar up-to-date in meeting current Occupational Safety & Health Administration (OSHA) safety regulations. The objective of the Segment 2 program is to insure continued reliable and cost effective operation of the radar system through its designated lifecycle. The Segment 2 Final Investment Decision (FID) was approved in December 2013 This initiative also includes planning for Tech Refresh Segment 3.

Internal Work Activity: Solution Implementation for ASR-11 Tech Refresh Segment 2

Solution Implementation for ASR-11 Tech Refresh Segment 2

Activity Target 1:

Install Environment & Occupational Safety and Health (EOSH) Kits at 20 ASR-11 Technology Refreshment Segment 2 Sites. Due August 31, 2016

Activity Target 2:

Begin ASR-11 Technology Refreshment Segment 2 Site Control Data Interface (SCDI) Developmental Test & Evaluation (DT&E). Due August 31, 2016

Internal Work Initiative: Flight Data Input/Output (FDIO) Replacement, A01.11-01

The FDIO system provides standardized flight plan data, weather information, safety related data, and other information to air traffic controllers at more than 650 Terminal NAS facilities. The FDIO system interfaces to the Enroute automation system, both the Host Computer System (HOST) and the Enroute Automation Modernization (ERAM) system, and provides flight data information to NAS Terminal facilities. The FDIO system retrieves the flight data from the HOST/ERAM and prints this information on paper strips for controllers at the (TRACON, ATCT, and Radar Approach Control (RAPCON) facilities. This information assists controllers in tracking aircraft and anticipating the arrival of aircraft in the sector under their control. The FDIO system also receives data from the TRACON, ATCT, and RAPCON facilities and relays this data back to the HOST/ERAM. The FDIO Replacement program replaces the end-of-life/obsolete FDIO equipment with fully compatible (form/fit/function) COTS and modified COTS equipment. The FDIO system is mainly comprised of computers, servers, monitors, keyboards, printers, and circuit cards that are commercially available. The program is based on a 5 year replacement cycle for the various components in order to maintain system operational availability.

Internal Work Activity: Procure and field replacement Flight Data Input/Output (FDIO) system components (terminal server, keyboard, and monitor) at 100 FAA and DoD ATC facilities.

Procure and field replacement Flight Data Input/Output (FDIO) system components (terminal

server, keyboard, and monitor) at 100 FAA and DoD ATC facilities.

Activity Target 1:

Procure and make available via SSM, FDIO Replacement Keyboards. Due May 31, 2016

Internal Work Initiative: En Route Communications Gateway (ECG) - Technology Refresh, A01.12-02

The En Route Communications Gateway (ECG) system is a computer system that formats and conveys critical air traffic data to the En Route Automation Modernization (ERAM), Host Computer System (HCS) and the Enhanced Backup Surveillance (EBUS) Systems at the Air Route Traffic Control Centers (ARTCC's). ECG increases the capacity and expandability of the NAS by enabling the current automation systems to use new surveillance technology, such as Automatic Dependence Surveillance Broadcast (ADS-B) and Wide Area Multilateration (WAM). ECG introduces new interface standards and data formats which are required for compatibility with International Civil Aviation Organization (ICAO) standards. ECG also increases capacity to process data to accommodate inputs from additional remote equipment such as radars. The ECG provides the system capacity and expandability to support anticipated increases in air traffic and changes in the operational environment. The ECG was a prerequisite to deploying ERAM software and hardware. The ECG is fully operational at the ARTCC's. Technology refresh will be used to sustain the capability of the ECG system and to ensure that new capabilities or functionality can be incorporated. The ECG Sustainment and Technology Evolution Plan (STEP) details the strategy that is used to sustain the viability of hardware, software, and firmware products used in the ECG system. STEP facilitates Post Production Support of the ECG system and identifies the processes/procedures that will be implemented to support the evolution and sustainment of the ECG system. Replacements of products occur due to product End-of-Life (EOL), End-of-Service (EOS), support termination and performance or supportability limitations. The following components will be deployed to the ARTCC's to address EOL and EOS status; ECG Workstations (Maintenance Workstation - MWS and Support Workstation - SWS), Monitors, and Printers.

Internal Work Activity: Technology Refresh Goals

Deliver SSM-ECG-064 for Workstation and Printer tech refresh. Deliver SSM-ECG-066 for ECG Maintenance LAN tech refresh. Begin Design and Development of Interface Processor (IP), Magma Chassis, and Intelligent Communication Adapter (ICA) cards.

Activity Target 1:

Deliver for operational use System Support Modification (SSM) En Route Communication Gateway (ECG)-072, ECG Random Access Position Indicator (RAPPI) software and Workstation Replacement. Due October 31, 2015

Activity Target 2:

Deliver monthly En Route Communication Gateway (ECG) End of Life (EOL) and quarterly ECG Operational Analysis (OA) Reports. Due November 30, 2015

Activity Target 3:

Deliver for operational use System Support Modification (SSM) En Route Communication Gateway (ECG)-073, software to include Government Accounting Office (GAO) security remediation actions. Due February 29, 2016

Activity Target 4:

Deliver for operational use System Support Modification (SSM) En Route Communication Gateway (ECG)-074, software and Technical Refresh, Interface Processor (IP), Chassis, and Intelligent Communication Adapter (ICA). Due September 30, 2016

Internal Work Initiative: Integrated Display System (IDS) - Replacement, A03.05-01

The Integrated Display Systems (IDS) program provides rapid retrieval and display of a wide range of weather, operational support, and administrative information to air traffic controllers and other required users in the terminal environment. Integrated Display Systems consolidate operational information to provide a tool to exchange information that impacts the control of air traffic. The presentation of multiple sources of data on a single display, allows for decision making by controllers thus increasing efficiency of operations. The FAA began regional procurements in 1990 and currently has 2,230 IDS-4 workstations located at approximately 390 FAA facilities nationwide. Recent obsolescence issues and loss of proprietary software support make it necessary to replace this system to sustain its functionality. The IDS Replacement program modernizes the IDS-4 system with current technology at 71 existing IDS-4 networks, including 1,944 IDS-4 workstations, at 256 sites. (Instead of replacing systems at some smaller sites, existing systems at larger sites will be repurposed to the smaller sites.) The prime contract was awarded in May 2010 and design efforts were completed in late 2011. The program was rebaselined in March 2013. Deployment will occur from 2013 to 2017.

Internal Work Activity: Achieve IOC for 12 IDSR networks.

Achieve IOC for 12 IDSR networks.

Activity Target 1:

Achieve Initial Operating Capability (IOC) at 5 IDSR Sites. Due September 30, 2016

Internal Work Initiative: Standard Terminal Automation Replacement System - Technical Refresh (TAMR Phase 1), A04.01-01

The Standard Terminal Automation Replacement System (STARS) is a joint Department of Defense and Department of Transportation (FAA) program to modernize terminal air traffic control automation systems. The STARS is a digital processing and display system that replaces the aging air traffic control equipment at our Automated Radar Terminal System (ARTS) IIIA and other high activity Terminal Radar Approach Control (TRACON) facilities and airport traffic control towers. Air traffic controllers use the STARS automation and displays to ensure the safe separation of aircraft (both military and civilian) within the nation's airspace. The final TAMR Phase 1 site was completed in June 2010 with the installation of STARS equipment at the newly-constructed Dayton Tower facility. The 47 STARS baseline deployments are complete, and STARS is in the Hardware Technology Refreshment phase of its life cycle. This investment is part of a phased approach to modernizing our terminal air traffic control equipment. The program updates existing TRACONs and towers with state-of-the-art systems featuring high-resolution LCD color displays, processors, storage devices, and enhanced memory. Communications lines are upgraded to accommodate the increased data requirements as a result of the upgrade and system performance requirements. The system is expandable to accommodate future air traffic growth and new hardware. TAMR Phase 1 technology refresh is necessary to address technology, mobility, and security gaps with the existing systems. Planning for technology refreshment enables identification and qualification of affected components before they become inoperable due to obsolescence. For example, the processor currently used in STARS is no longer available from the manufacturer. The consequences of obsolescence have collateral implications in the areas of engineering, training, maintenance and many other disciplines. Technical Refresh is needed to address changes in hardware and to support the STARS upgrades needed for enhanced performance and capacity in support of NextGen initiatives. Enhancements are needed for the continuation of STARS software enhancements which will include system performance, efficiency, safety, corrective/perfective changes, and security

modifications to the software baseline and to continue to provide for program and system engineering, technical support, and operational/suitability testing of software and system enhancements.

Internal Work Activity: Complete critical activities to PMOs Marquee Programs - TAMR Phase 1

Complete critical activities to PMOs Marquee Programs

Activity Target 1:

Achieve Initial Operational Capability (IOC) at two sites. Due June 30, 2016

Activity Target 2:

Complete system hardware delivery to four operational sites. Due June 30, 2016

Internal Work Initiative: ASR-9 SLEP, Phase 2 - (CIP#: S03.01-09)

The Airport Surveillance Radar Model 9 (ASR-9) provides aircraft target and weather information to air traffic controllers, which reduces delays and improves safety at high activity airports. The ASR-9 tracks all aircraft within its range and provides those tracks, as well as six-level weather intensity information, to terminal automation systems. Air traffic controllers utilize this information to safely and efficiently separate aircraft in the terminal environment. The ASR-9 also provides data to AMASS and ASDE-X to aid in the prevention of accidents resulting from runway incursions. Without modifications to the ASR-9, the system will continue to experience decreasing reliability and availability over time. The supportability of the ASR-9 system is at risk due to the lack of commercial availability of some components. The ASR-9 was procured in the mid-1980s and fielded between 1989 and 1994. The system is expected to remain operational until 2028; however, the radar systems are becoming difficult to maintain. The system uses hardware and software architectures which are becoming increasingly difficult to procure, and some of which are obsolete, resulting in cannibalization and re-engineering for short term results as a means to repair or refurbish in order to maintain this vital system. The Service Life Extension Program (SLEP) Phase 2 Final Investment Decision (FID) was approved on June 27, 2012 to address obsolescence and supply/support issues of system Lowest Replaceable Units (LRUs) and components within the ASR-9 system. The sustainment of the ASR-9 aligns with the NAS Enterprise Architecture Surveillance Roadmap Decision Points. Based on this strategy ASR-9 systems will remain in service through 2028.

Internal Work Activity: Solution Implementation ASR-9 SLEP, Phase 2

Solution Implementation in support of SLEP Phase 2 project: - Begin Deployment of the Digital Remote SCIP Replacement (DRSR) - Conduct Key Site for the Transmitter Backplane. Procure Spectrum Analyzer.

Activity Target 1:

Complete installation of 35 Digital Remote SCIP Replacement (DRSR) units for ASR-9 SLEP Ph 2. Due September 30, 2016

Activity Target 2:

Complete installation of the Transmitter Backplane at 25 ASR-9 sites for ASR-9 SLEP Ph 2. Due September 30, 2016

Internal Work Initiative: Surveillance Interface Modernization (SIM), S13.01-01

The Surveillance Interface Modernization (SIM) Program will modernize the interfaces between FAA surveillance radar, automation, and specific weather systems for both Terminal and En-Route airspace environments. Currently, surveillance data from existing legacy radars is distributed to dedicated automation systems over serial point-to-point interfaces using legacy Common Digitizer message format [version 2] (CD-2). Additional physical connections will be required to distribute data to additional facilities and external users. Inherent limitations of point-to-point connectivity and legacy CD-2 data formats restrict the distribution of surveillance information to other users and limit the capability to use additional radar data information not currently used by the FAA. Depending on the SIM alternative that is selected, additional data capabilities could be provided to both the surveillance data content capabilities and the transport capabilities. SIM will convert the radar and automation systems from the serial point-to-point interfaces to flexible Internet Protocol (IP) addressable interfaces, and transmit them over a secure network. Upgrading from serial to IP data interface formats will ensure greater flexibility and expandability in data delivery to FAA and external data users, simplify circuit management, and provide a platform to enforce security policies, and provide direct performance metrics. The SIM IP interface will reduce the maintenance costs of legacy serial interfaces and reduce the costs for the implementation of future systems. Access to additional radar data enables performance enhancements for Air Traffic Control (ATC) automation systems and supports future NextGen operational improvements (OIs), the enhancement of future facilities capabilities, and provides improved backup capabilities when Automatic Dependent Surveillance - Broadcast (ADS-B) surveillance transitions as a primary resource of aircraft

position reporting. SIM will provide expanded radar data information not currently possible with the legacy CD-2 data format. In two of the potential SIM implementation alternatives, All-Purpose Structure Eurocontrol Radar Information Exchange (ASTERIX) data format will carry additional data fields to improve automation platform tracker, display, and safety logic performance. This data format will also transmit extensive radar data available at the radar sensor but not currently provided to the automation platform due to CD-2 limitations. The more extensive data format includes distinct 24-bit aircraft address, a time stamp associated with the aircraft position, Mode S data link access to aircraft sensors, and additional positional resolution bits which provide a more accurate determination of an aircraft's location. The SIM program received Investment Analysis Readiness Decision (IARD) November 16, 2011. The SIM program is scheduled for the Initial Investment Decision (IID) in March 2015 and Final Investment Decision (FID) in March 2016.

Internal Work Activity: Investment Analysis for Surveillance Interface Modernization (SIM)

Surveillance Interface Modernization (SIM) Investment Analysis activities to support progress towards Initial Investment Decision (IID).

Activity Target 1:

Submit SIM Draft Final Implementation Strategy & Planning Document (ISPD) for approval. Due September 30, 2016

Activity Target 2:

Submit SIM Draft Final Program Requirements Document (fPRD) for approval. Due September 30, 2016

Internal Work Initiative: Mobile Airport Surveillance Radar (MASR), S03.02-06

The Mobile Airport Surveillance Radar (MASR) is a terminal surveillance radar capability that can be moved from site to site to support radar relocations, temporary planned outages of an existing radar for installation of upgrades and emergency operations when existing systems are damaged. This system includes both primary and secondary radar systems and will have the performance capabilities of existing systems. The MASR can be deployed quickly within known, short-duration timeframes and be compatible with all air traffic control towers (ATCT), Terminal Radar Approach Controls (TRACON), Air Route Traffic Control Centers (ARTCC), and their associated automation systems. The MASR system architecture will support a reusable, service-oriented capability with an emphasis on providing the

terminal surveillance service efficiently and quickly. The system will have interfaces for power, mechanical, data, and remote monitoring and control. It will be designed to function as an existing ASR-8, ASR-9 or ASR-11 terminal radars as needed and be interoperable with their associated automation interfaces.

Internal Work Activity: Solution Development for Mobile Airport Surveillance Radar (MASR)

To support progress towards solution development of Mobile ASR-11 and Refurbishment of ASR-9/Mode-S.

Activity Target 1:

Development test and evaluation (DT&E) completed (Mobile ASR-11). Due September 30, 2016

Activity Target 2:

Operational test and evaluation (OT&E) completed (Mobile ASR-11). Due September 30, 2016

Internal Work Initiative: MODE S SLEP, Phase 2 - (CIP#: S03.01-08)

The Mode Select (Mode S) Service Life Extension Program (SLEP) Phase 2 program will implement modifications to the Mode S system to sustain secondary surveillance service through 2025. The Beacon Video Reconstitutor (BVR) will be replaced with more modern components. Four (4) critical Lowest Replaceable Units (LRU) of the Mode S system that process radar data will be redesigned in addition to the depot replenishment of High Gain Open Planar Array (HGOPA), Maintenance Terminals, Keyboard Cathode Ray Tube and Non-Volatile Memory to address obsolescence and supply/support issues. The sustainment of the Mode S system aligns with the NAS Enterprise Architecture (EA), and the Automatic Dependent Surveillance Broadcast (ADS-B) back-up strategy. The Mode Select (Mode S) is a secondary surveillance radar system that provides beacon or secondary aircraft surveillance in en route and terminal airspace. The Mode S uses selective beacon detection technology to provide target data as digital formatted messages and analog video tailored for automation and display systems. The Mode S is integrated with co-located Airport Surveillance Radar Model 9 (ASR-9) and ASR-8, Air Route Surveillance Radar Models 1 and 2 (ARSR 1 and 2) and Common Air Route Surveillance Radar (CARSR). The Mode S system is capable of providing correlated radar and beacon reports and weather map reports to NAS en route and terminal automation, U.S. Department of Defense (DoD), and other users. Digital aircraft location data is provided in ASR-9/Common Digitizer (ASR/CD) format to FAA automation systems at Terminal Radar Approach Control (TRACON) and Air Route Traffic Control Center

(ARTCC) facilities, DoD, and other external organizations. JRC approved the Final Investment Decision (FID) for the Phase 2 program on June 27, 2012.

Internal Work Activity: Solution Implementation MODE S SLEP, Phase 2

Solution Implementation in support of SLEP Phase 2 project: - Complete Deployment of Beacon Video Reconstitutor (BVR) - Begin Depot Replenishment of Non-Volatile Memory (NVMEM) Chips

Activity Target 1:

Complete Microprocessor Unit 40 (MPU40) hardware and software integration at WJHTC for Mode S SLEP Ph 2. Due August 31, 2016

Activity Target 2:

Complete IF Monopulse Receiver hardware and software integration at WJHTC for Mode S SLEP Ph 2. Due August 31, 2016

Internal Work Initiative: Achieve the Annual Terminal Automation Systems Performance Target through TFOS activities - (WAZ5240000)

Maintain the operation of the NAS Terminal environment by sustaining the terminal automation systems of Towers and TRACONs to meet target levels of Performance.

Internal Work Activity: Achieve the Annual Terminal Automation Systems Performance Target through TFOS Activities

Maintain the operation of the NAS Terminal environment by sustaining the terminal automation systems of Towers and TRACONs to meet target levels of Performance.

Activity Target 1:

Complete availability analysis report to validate 99.7% adjusted equipment availability for terminal automation systems for the months of July 2015 through December 2015. Due February 29, 2016

Activity Target 2:

Complete availability analysis report to validate 99.7% adjusted equipment availability for terminal automation systems for the months of January 2016 through June 2016. Due September 30, 2016

Activity Target 3:

Achieve IOC for Advanced Electronic Flight Strips (AEFS) at Newark (EWR). Due June 30, 2016

Activity Target 4:

Achieve IOC for Advanced Electronic Flight Strips (AEFS) at Las Vegas (LAS). Due September 30, 2016

Activity Target 5:

Achieve IOC for Advanced Electronic Flight Strips (AEFS) at San Francisco (SFO). Due September 30, 2016

Internal Work Initiative: Terminal Automation Modernization Replacement (Phase 3 Segment 2)

Replaces 91 ARTS IIE and six ARTS IE systems with STARS hardware, software, and displays at all Terminal Radar Approach Control (TRACONS) and their associated Airport Traffic Control Towers (ATCTs) by 2019, and enables ADS-B capabilities for controllers. TAMR Phase 3 Segment 2 will complete the convergence to a single automation platform in the Terminal domain.

Internal Work Activity: Complete critical activities to PMOs Marquee Programs - TAMR Phase 3, Segment 2

Complete critical activities to PMOs Marquee Programs

Activity Target 1:

Deliver systems to 14 sites. Due April 30, 2016

Activity Target 2:

Achieve Initial Operational Capability (IOC) at 8 sites. Due September 30, 2016

Internal Work Initiative: Terminal Automation Modernization - Replacement (TAMR) - Phase 3, Segment 1

The TAMR program provides a phased approach to modernizing the automation systems at the FAA's Terminal Radar Approach Control (TRACON) facilities and their associated Airport Traffic Control Towers (ATCT) throughout the NAS. On December 21, 2011, the TAMR Phase 3 Segment 1 Program received a Final Investment Decision from the JRC. The program will replace the existing CARTS IIIIE air traffic control management systems at eleven (11) sites with STARS hardware and software components. This is necessary to prevent market obsolescent conditions and enable

the convergence to a single Terminal Automation hardware and software platform by 2017, thereby prevent market obsolescent conditions and ensuring the adoption of near term NextGen capabilities at those sites. Collectively, the sites covered under the scope of the TAMR Phase 3 Segment 1 program are: Northern California TRACON (NCT), Southern California (SCT), Potomac TRACON (PCT), Atlanta TRACON (A80), Dallas-Ft. Worth TRACON (D10), New York TRACON (N90), Louisville TRACON (SDF), Denver TRACON (D01), Minneapolis TRACON (M98), St. Louis TRACON (T75), and Chicago TRACON (C90).

Internal Work Activity: TAMR Phase 3, Segment 1

Terminal Automation Modernization - Replacement (TAMR) - Phase 3, Segment 1

Activity Target 1:

Achieve Initial Operational Capability (IOC) at the 6 cumulative sites by Q2 FY16. Due March 31, 2016

Activity Target 2:

Terminal Automation Modernization and Replacement (TAMR). Achieve Initial Operational Capability at the 8 cumulative sites by Q4 FY16. Due September 30, 2016

Activity Target 3:

Achieve Operational Readiness Date (ORD) at One Site. Due September 30, 2016

Internal Work Initiative: ASR-9 and Mode S SLEP Phase 3 Planning - (S03.01-11)

The Airport Surveillance Radar Model 9 (ASR-9) and Mode Select (Mode S) Service Life Extension Program (SLEP) Phase 3 Planning program will perform engineering studies to determine the scope of the ASR-9 and Mode S SLEP Phase 3 activities. The program will also develop prototypes for a Data Communications Equipment (DCE), Receiver Protector, and four (4) Critical Lowest Replaceable Units (LRU) for evaluation purposes. These and other components of the ASR-9 and Mode S radar systems will not remain supportable through 2028. The purpose of these studies is to determine the extent of re-engineering and system modifications needed. An Investment Analysis Review Decision (IARD) for Phase 3 is planned for September 2015. Final Investment Decision (FID) for Phase 3 is planned for March 2017. When the FID is achieved, new projects will be established to implement the approved SLEP activities for ASR-9 and Mode S.

Internal Work Activity: Planning ASR-9 and Mode S SLEP Phase 3

Prepare Shortfall Analysis Report for ASR-9 and Mode S SLEP Phase 3

Activity Target 1:

Complete Data Communications Equipment (DCE) Critical Design Review (CDR) for ASR-9 SLEP Ph 3. Due March 31, 2016

Activity Target 2:

Complete ASR-9 Consolidated Market Survey. Due June 30, 2016

Activity Target 3:

Complete Mode-S Consolidated Market Survey. Due July 31, 2016

Internal Work Initiative: ADS-B National Implementation - Segments 1 and 2, G02S.01-01

Air Traffic Control (ATC) surveillance and aircraft separation services are currently provided using primary and secondary surveillance radar systems in the U.S. National Airspace System (NAS). A need to improve the FAA's surveillance capabilities, in the surface, terminal, en route and oceanic airspace, must be balanced with a more efficient and affordable solution to accommodate the projected capacity demands. The Federal Aviation Administration (FAA) determined that Automatic Dependent Surveillance-Broadcast (ADS-B), with Traffic Information Services-Broadcast (TIS-B) and Flight Information Services-Broadcast (FIS-B), is a viable technology solution to meet the challenges of the future. This ability to use the ADS-B technology as a surveillance source is made possible due to advancements in surveillance techniques, satellite-based navigation, avionics, and communication data links.

Internal Work Activity: ADS-B National Implementation - Segment 1 and 2:

Several ADS-B national rollout milestones were completed in 2014, including deployment of the baseline ADS-B radio station infrastructure and acceptance testing of services in those geographic areas, or service volumes, included in the original baseline. ADS-B integration with ATOP is underway, and deployment of fusion capability for ATC Separation Services on automation platforms continues. Further development of ATC Spacing Services i.e.; Ground Based Interval Management-Spacing (GIM-S) (En Route only), and future applications i.e.; spacing flight trials for Flight Deck Based Interval Management-Spacing (FIM-S), In-Trail Procedure (ITP) operational evaluation, and Traffic

Situational Awareness with Alerts (TSAA) flight tests are in various stages of requirements definition, design, development, and evaluation.

Activity Target 1:

Ground-based Interval Management - Spacing (GIM-S) operational on three arrival flows. Due September 30, 2016

Internal Work Activity: Flight Inspection Support of ADS-B National Implementation - Segments 1 and 2, G02S.01-01

Flight Inspection Support for ADS-B National Implementation - Segments 1 and 2, G02S.01-01

Activity Target 1:

Provide FY2016 flight inspection support to the ADS-B program. The agreed to goals in terms of the numbers of Enroute and Terminal systems to be funded by the program office and provided for inspection/validation will appear in SPIRE along with the monthly status. Due September 30, 2016

Internal Work Initiative: FLEX Terminal Flight Data Manager

FLEX Terminal Flight Data Manager (TFDM) (CIP#:G06A.03-01). The TFDM program will deliver to tower Air Traffic Controllers (ATC) and FAA traffic managers NextGen decision support capabilities that integrate flight, surface surveillance, and traffic management information. TFDM will provide an approach for the collection, distribution, and update of flight data information in the terminal area and to improve access to information for the safe and efficient control of air traffic. The use of Electronic Flight Data and Strips (EFD/EFS) will allow tower controllers to maintain an integrated view of the air traffic environment, improving situational awareness of airport operations. TFDM will also provide more efficient and safe airport operations by management of airport surface traffic sequencing and scheduling. TFDM will automate the manual flight data processes to enable enhanced data sharing between the Tower, the En Route, and Approach Control ATCs, Traffic Flow Management (TFM), and Flight/Airline Operations domains. This eliminates the necessity of physical exchange of flight data, reduces telephone exchange of data between facilities, and reduces manual re-entry of data among multiple ATC systems. This will also facilitate data exchange with aviation partners (airlines and flight operators) to support collaborative decision making. TFDM will deliver multiple NAS benefits; reduced surface delay, taxi time, fuel burn, and reduced CO2 emissions, improved airport utilization during times when demand exceeds capacity, improved shared situational awareness and enhanced safety.

Internal Work Activity: Develop documentation to support the TFDM system procurement.

Coordinate additional program support as required with other ATO Service Units

Activity Target 1:

Complete the technical evaluation of the prime contractor proposals received in response to the TFDM Screening Information Request (SIR). Due January 31, 2016

Activity Target 2:

Complete documentation in support of a Final investment Decision (FID). Due May 31, 2016

Activity Target 3:

Conduct System Requirements Review (SRR) for the TFDM Build 1 Development and Integration. Due September 30, 2016

Activity Target 4:

Complete installation of Advanced Electronic Flight Strips (AEFS) Equipment Implementation at SFO. Due September 30, 2016

Internal Work Initiative: Logistics Center Support System (M21.04-01) (CIP#:M21.04.01)

Logistics Center Support System (M21.04-01)

Relationship to Objective: Logistics Center Support System (M21.04-01)

Internal Work Activity: Logistics Center Support System (M21.04-01)

Logistics Center Support System (M21.04-01)

Activity Target 1:

Achieve Go-Live (core functionality for ordering and inventory management and integration of external interface systems). Due March 31, 2016

Internal Work Initiative: M54.01-01 Traffic Alert and Collision Avoidance System (TCAS)

The Airborne Collision Avoidance System X (ACAS X) is being developed to meet future collision avoidance requirements. The ACAS X program will provide guidance and technical expertise to RTCA in order to develop the functional architecture, functional interfaces and requirements for the next generation of collision avoidance capability, which will replace the existing Traffic Alert and Collision Avoidance Systems II (TCAS

II). TCAS II is required in US airspace for all commercial aircraft with 30 or more seats and on all cargo aircraft greater than 33,000 pounds. ACAS X will reduce the number of nuisance Resolution Advisories (RA) in US airspace and better support future operations. The program will be performing simulations, developing prototypes, and advancing performance specifications that will result in the development of Minimum Operational Performance Standard (MOPS), Technical Standard Order (TSO) and Advisory Circular (AC) documentation. Manufacturers will produce the ACAS X equipment in accordance with those documents. The program will also provide sustainment of TCAS II field equipment, encounter models, toolsets and certification support for manufacturer equipment. The ACAS X system will address shortfalls in the legacy TCAS II system. First, the system architecture will be designed so that changes to the threat detection and resolution logic can be made quickly using an automated process. This flexibility will be very useful for future adaptations to NextGen operations and for unmanned aircraft system (UAS) encounter profiles / patterns. Second, ACAS X will be able to accommodate a variety of different sensor types and will have enough flexibility to accommodate new generations of sensors where necessary (including data from ADS-B Airborne Position Messages); this will be especially important when it comes to adapting ACAS X for UAS. Third, ACAS X will reduce the number of "nuisance alerts" while simultaneously providing a reduced probability of near mid-air collision. The initial ACAS X systems will have two variants: ACAS Xa: A variant of ACAS X which will use active interrogations and replies in concert with passive reception of ADS-B information to perform surveillance. ACAS Xa is the variant of ACAS X most similar to TCAS II in its form and function. ACAS Xo: A variant of ACAS X intended for use with NextGen operations where other variants of ACAS X would generate unacceptably high rates of RAs if used. An example of such an operation would be Closely-spaced Parallel Operations (CSPO). This variant will be used in conjunction with ACAS Xa.

Internal Work Activity: M54.01-01 Traffic Alert and Collision Avoidance System (TCAS)

Traffic Alert and Collision Avoidance System (TCAS)

Activity Target 1:

Complete Final Round of Logic Optimization. Due September 30, 2016

Activity Target 2:

Complete Operational Safety Assessment. Due April 30, 2016

Activity Target 3:

Complete Requirements - ACAS X Draft MOPS (v0.1). Due July 31, 2016

Internal Work Initiative: Global Positioning System (GPS) Civil Requirements, N12.03-01

The Global Positioning System (GPS) is a satellite-based system that provides position, navigation and timing (PNT) service for use by the U.S. government and world-wide users with no direct user charges. GPS provides two PNT services 1) the Precise Positioning Service (PPS), using dual L1P(Y) and L2P(Y) signals, and 2) the Standard Positioning Service (SPS), using the single L1C/A signal. L1P(Y)/L2P(Y) is the military precise coded GPS signal. The program is necessary to provide civil signal performance to all users, including domestic and international. The civil monitoring capability allows the United States to validate performance against the standards published for GPS signals and provide global leadership for all GNSS service providers, such as GALILEO-Europe, GLONASS - Russia and BEIDOU - China. In addition, civil monitoring allows the US to effectively monitor worldwide GPS and provide civil users such as Department of Agriculture, Commerce, and NASA, with confirmation and assurance of system performance. Currently, the GPS operational control segment does not monitor all civil signals so it may take several hours to detect an anomaly on an unmonitored signal. The Civil Signal Monitoring capability closes this gap by providing monitoring for all existing civil signals and the new civil signals being implemented through GPS modernization. Civil Signal Monitoring provides a real-time interface between the GPS Operator and the status of the entire GPS civil signal outputs.

Internal Work Activity: Implement DOT/DOD MOA for Civil Unique Requirements

Provide funding to the Air Force Global Positioning System (GPS) Directorate in support of the DOT/DOD Memorandum of Agreement (MOA) for Civil Unique Requirements.

Activity Target 1:

Provide funding to the Air Force Global Positioning System (GPS) Directorate in support of the implementation of Civil Signal Monitoring. Due September 30, 2016

Internal Work Initiative: RVR Enhanced Low Visibility Operations (ELVO) - (N08.03-01)

Ensure safe and efficient transition of aircraft from en route to terminal airspace with appropriate sequencing and spacing.

Internal Work Activity: FLEX Trajectory Mgmt -- Reduced Visibility Operations

Improve capacity and efficiency in low visibility conditions.

Activity Target 1:

Initiate implementation activities for two (2) ILS, Wilmington, NC (ILM), Rwy 24 / Middle Georgia Regional Airport, Macon, GA (MCN), Rwy 5); and two (2) RVR projects, (Gerald R. Ford International Airport, Grand Rapids, (GRR), MI, Rwy 35 / General Wayne A Downing Peoria International Airport, (PIA), IL, Rwy 4) in support of the ELVO Phase II program. Due September 30, 2016

Activity Target 2:

Declare Special Authorization (CAT) II Service Availability at four (4) locations, (Warwick Municipal Airport, RI (N72), Rwy 23, Long Island McArthur Airport, NY (ISP), Rwy 6, Snohomish County Airport, Paine Field, WA (PAE), Rwy 16R and Norman Mineta San Jose International, CA (SJC), Rwy 30L) in support of the ELVO Phase II program. Due September 30, 2016

Internal Work Initiative: Runway Visual Range (RVR) - Replacement/Establishment - (N08.02-00)

The Runway Visual Range (RVR) system provides pilots and air traffic controllers with a measurement of the visibility at key points along a runway. That data is used to decide whether it is safe to take off or land during limited visibility conditions. The RVR decreases diversions and delays at an airport by providing an accurate measure of the runway visibility. During reduced visibility weather conditions, RVR system measurements are used by Air Traffic to establish airport operating categories; thus, properly equipped aircraft with a trained crew may continue operations under reduced visibility Category I and Category II/III conditions. The RVR information affects airline scheduling decisions and air traffic management decisions regarding whether flight plans should be approved for an aircraft to fly to or take off from an airport with low visibility. There are 289 RVR systems in the NAS. The new-generation RVR and PC-based RVR are safer than the older systems because the equipment is mounted on frangible, low-impact-resistant structures that break away if hit by aircraft during take off or landing. Replacement decisions are prioritized based on the level of activity at the airport, equipment age and life-cycle issues, such as: Reliability, Availability and Maintainability. This project also provides the equipment for sites that have recently qualified for an upgrade from

a Category I to a Category II/III precision approach. Relationship to Measure: Older RVR systems are maintenance intensive, resulting in excessive downtime. This negatively affects airport capacity and reduces adjusted operational availability. The replacement or upgraded equipment requires less maintenance and repair time, which reduces system downtime, and supports the performance measure to maintain operational availability of the NAS.

Internal Work Activity: Implement Runway Visual Range (RVR) Systems

Procure Runway Visual Range Systems.

Activity Target 1:

Award procurement contract for Runway Visual Range (RVR) Systems. Due June 30, 2016

Activity Target 2:

Attain service availability for RVR systems and/or ASOS connectivity at eleven (11) locations. Due September 30, 2016

Internal Work Initiative: Nav aids - Sustain, Replace, Relocate - (N04.04-00)

This program renovates or replaces airport approach lighting systems at sites where there is a high risk for failure of these systems and where failure would result in denying use of the primary precision approach. NAVAIDS include: * Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) for Category I approaches, * High Intensity Approach Lighting System with Sequenced Flashing Lights (ALSF-2) at Category II/III approaches, and * Runway End Identifier Lights (REIL). This program also supports Instrument Landing Systems (ILS) sustain and replace efforts at non-Core Airports where primary precision approach capability outages are most likely. ILS components include electronic devices (i.e., localizers, glide slopes, and distance measuring equipment, etc). ILS's (Mark 1F) removed from Core Airports are reinstalled at lower activity airports to replace existing Mark 1D and Mark 1E ILS. This program also supports various other efforts that are related to the replacement of navigation equipment, such as: replace guide wires that support a light station, replace cable between light stations, replace aluminum light towers, replace DME antenna pedestal, convert antenna arrays, re-cable localizer antenna, equipment relocate, replace glideslope wooden tower, replace localizer antenna platform, repair pier with navigation equipment, undertake new technology initiatives, and provide engineering and technical services support. Service life extension for some ALSF-2 (CAT II/III systems) is accomplished by replacing the constant current regulators, installing an improved monitoring

system and replacing electrical cables at some locations. This program supports product improvements, modifications, and technological upgrades to visual lighting system components. Ongoing efforts include: * Improve approach lighting system semi-flush fixtures. * Replace existing MALSR green threshold and white steady burning lights with LED lights. Relationship to Measure: The older electronic guidance systems and lighting systems are maintenance intensive, resulting in excessive downtime, which negatively impacts airport capacity. The replacement or upgraded equipment will require less maintenance and repair time, which reduces system downtime and contributes to maintaining operational availability of the NAS.

Internal Work Activity: Procure Replacement Lamp Monitoring Systems (RLMS)

Procure Replacement Lamp Monitoring Systems (RLMS).

Activity Target 1:

Procure two (2) ALSF-2 Replacement Lamp Monitoring System (RLMS). Due June 30, 2016

Internal Work Activity: Implement ALSF-2 Runway Lamp Monitoring System (RLMS)

Attain service availability for the ALSF-2 Runway Lamp Monitoring System (RLMS).

Activity Target 1:

Attain service availability for five (5) ALSF-2 Replacement Lamp Monitoring System (RLMS). Due September 30, 2016

Internal Work Initiative: Visual Nav aids - Replace Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicator (PAPI) - (N04.02-00)

The International Civil Aviation Organization (ICAO) has recommended that all International airports replace the Visual Approach Slope Indicator (VASI) lights with Precision Approach Path Indicators (PAPI) lights. This standardizes the equipment used to allow pilots to determine visually that they are on the proper glideslope for landing. The program supports the procurement, installation, and commissioning of PAPI systems in order to comply with this ICAO recommendation. At the inception of this program, there were approximately 1,387 older (pre-1970's) VASIs at international and other validated locations requiring replacement. The first phase of the program addresses replacement of VASI systems at approximately 329 ICAO runway ends. The remaining VASI systems in the NAS will be replaced

during the second phase of the program. Relationship to Measure: Replacing VASI with PAPI improves on-time performance by improving availability of the visual approach slope guidance systems used to help pilots touch down at the appropriate location on the runway. When these older VASI systems fail, air traffic controllers cannot use certain procedures such as Land and Hold Short to increase airport capacity and prevent aircraft delays.

Internal Work Activity: Procure Precision Approach Path Indicator (PAPI) Systems

Procure Precision Approach Path Indicator (PAPI) Systems.

Activity Target 1:

Procure ten (10) Precision Approach Path Indicator (PAPI) systems. Due June 30, 2016

Internal Work Activity: Replace VASI with Precision Approach Path Indicator (PAPI) systems

Replace the Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicators (PAPI) systems.

Activity Target 1:

Attain service availability of replacing a Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicators (PAPI) systems at ten (10) locations. Due September 30, 2016

Internal Work Initiative: Instrument Landing Systems (ILS) - (N03.01-00)

The ILS program buys and installs partial and full Category I, II, and III instrument landing systems and associated precision approach equipment at qualified airports. The ILS improve both system safety and capacity at equipped runways by providing precision approach capability in the U.S. and worldwide for aircraft landing in adverse weather conditions. Relationship to Measure: Maintain contract vehicle to procure ILS systems to replace obsolete ones.

Internal Work Activity: Procure Instrument Landing System (ILS)

Procure Establish/Sustain ILS Systems.

Activity Target 1:

Procure five (5) (Establish/Sustain) Instrument Landing Systems (ILS) and ancillary equipment. Due June 30, 2016

Internal Work Activity: Implement Instrument Landing System (ILS)

Implement Instrument Landing System (ILS).

Activity Target 1:

Attain service availability for two (2) Instrument Landing Systems (ILS) sustain locations. Due September 30, 2016

Internal Work Initiative: Sustain Distance Measuring Equipment (DME) - (N09.00-00)

To support the Commercial Aviation Safety Team (CAST) recommendations, the DME program is procuring and installing DME systems at recommended sites. These systems will support the reduction of controlled-flight-into-terrain (CFIT) accidents at the most vulnerable locations in the NAS. Relationship to Measure: The DME program supports the FAA goal by contributing to airport capacity. Each year the program needs to procure a significant number of DME systems to replace obsolete ones and to support the CAST recommendation. This system can also be used to increase RNP procedure utilization.

Internal Work Activity: Sustain Distance Measuring Equipment (DME)

Procure Distance Measuring Equipment (DME) Systems.

Activity Target 1:

Procure twenty five (25) Distance Measuring Equipment (DME) systems. Due June 30, 2016

Activity Target 2:

Attain service availability at fifteen (15) Distance Measuring Equipment (DME) locations. Due September 30, 2016

Internal Work Initiative: Improve Surface Operations

Administer airport slots to address capacity and congestion, assess the impact of planned construction on airport efficiencies and the NAS at specific airports; provide policy, procedures and processes ('P3') recommendations to the PMO and AJV-8 regarding the implementation of the Terminal Flight Data Manager (TFDM), and; provide System Operations subject matter expert support and representation to surface efficiency work groups.

Internal Work Activity: Improve Surface Operations

The Airport Surface Efficiency Group will serve as the single point of responsibility, authority, and accountability for improving airport surface operations at targeted core airports in coordination with industry.

The group will also participate on Surface Efficiency working groups providing System Operations SME representation to develop, implement, and sustain emerging airport surface efficiency initiatives in an effort to achieve near term efficiency improvements.

Activity Target 1:

Serve as the ATO focal point and Subject Matter Expert (SME) for FAA orders and rules addressing airport slots, capacity, and congestion management issues at key airports. This includes the four slot controlled airports (IATA Level 3); two airports designated by the FAA for formal schedule review (IATA Level 2); airports with developing congestion issues; and certain airports with temporary capacity reductions due to airfield construction or similar projects. Due September 30, 2016

Activity Target 2:

Airport Construction and Schedule Analyses- Serve as the ATO focal point for coordination of a 1-3 year outlook of planned Airport Construction activities and potential impacts to local and network operations. Yearly outputs include: 1) Draft quarterly report depicting a three year synopsis of airport construction and their potential impacts at the core 30 airports, JFK 4R/22L 1617 and the TOC Construction Study. Due September 30, 2016

Activity Target 3:

Policy, Procedures and Processes ('P3')- Finalize and deliver policy, procedures and processes ('P3') recommendations to PMO and AJV-8 supporting the alignment of DOT/FAA/Industry Performance Metrics, as well as the operational procedures impacts report highlighting impacts to the upcoming Terminal Flight Data Manager (TFDM) acquisition. Due September 30, 2016

Internal Work Initiative: AJR Cross Cutting Initiatives

Cross-cutting initiatives are projects designed to involve all of the Directorates within System Operations and provide innovative, holistic and collaborative solutions to improve the safety, security and efficiency of the NAS.

Internal Work Activity: Improve the Monitor Alert Parameter (MAP) process

The Monitor Alert Parameter is a measure of how many aircraft a sector of airspace should handle, and is used by traffic management units to regulate the flow of aircraft into each sector. The existing MAP methodology is imprecise, which can overly restrict aircraft operations.

Activity Target 1:

Review MITRE workload research and identify its application to MAP setting. Due December 31, 2015

Activity Target 2:

Scope study of MAP values. Due April 30, 2016

Activity Target 3:

Complete initial study of MAP values Due September 30, 2016

Internal Work Activity: Improve Fuel Data Collection

Develop an agency-wide plan to improve Fuel Industry data collection.

Activity Target 1:

Develop an agency-wide action plan to collect fuel usage data industry wide. Due September 30, 2016

Internal Work Initiative: Operations Network (OPSNET) Replacement (CIP# A37.01-01)

The OPSNET Replacement program will expand the collection and recording of delay "causes" to improve reporting and it will provide a system that limits manual data entry and automates compilation of operational data received from FAA automation systems. These improvements, along with increased accuracy in reporting, will enable the FAA and the airlines to improve air traffic operational services and procedures. By improving definitions for measuring NAS performance, and in coordination with the international community, the definition of the reported metrics can be standardized. Having more accurate metrics for reporting will enable improved benchmarking and more accurate forecasting to facilitate analysis of NAS performance.

Internal Work Activity: Operations Network (OPSNET) Replacement

Develop OPSNET Replacement system that improves delay reporting, operational data collection, and flexibility of output report generation.

Activity Target 1:

Achieve Concept and Requirements Definition (CRD) Readiness Decision. Due July 31, 2016

Internal Work Initiative: ADS-B NAS Wide Implementation - Baseline Services & Applications (G02S.03-01)

Air Traffic Control (ATC) surveillance and aircraft separation services are currently provided using primary and secondary surveillance radar systems in the U.S. National Airspace System (NAS). A need to improve the FAA's surveillance capabilities, in the surface, terminal, en route and oceanic airspace, must be balanced with a more efficient and affordable solution to accommodate the projected capacity demands. The Federal Aviation Administration (FAA) determined that Automatic Dependent Surveillance-Broadcast (ADS-B), with Traffic Information Services-Broadcast (TIS-B) and Flight Information Services-Broadcast (FIS-B), is a viable technology solution to meet the challenges of the future. This ability to use the ADS-B technology as a surveillance source is made possible due to advancements in surveillance techniques, satellite-based navigation, avionics, and communication data links.

Internal Work Activity: ADS-B NAS Wide Implementation - Baseline Services & Applications

Several ADS-B national rollout milestones were completed in 2014, including deployment of the baseline ADS-B radio station infrastructure and acceptance testing of services in those geographic areas, or service volumes, included in the original baseline. ADS-B integration with ATOP is underway, and deployment of fusion capability for ATC Separation Services on automation platforms continues. Further development of ATC Spacing Services i.e.; Ground Based Interval Management-Spacing (GIM-S) (En Route only), and future applications i.e.; spacing flight trials for Flight Deck Based Interval Management-Spacing (FIM-S), In-Trail Procedure (ITP) operational evaluation, and Traffic Situational Awareness with Alerts (TSAA) flight tests are in various stages of requirements definition, design, development, and evaluation.

Activity Target 1:

Complete Advanced Technologies and Oceanic Procedures (ATOP) Automation version to include In-Trail Procedures (ITP) requirements for oceanic airspace. Due March 31, 2016

Activity Target 2:

Gulf of Mexico Expansion - Operational at Houston Center. Due September 30, 2016

Activity Target 3:

Achieve ADS-B Terminal Separation Services Initial Operating Capability (IOC) at three sites (73rd of 160). Due June 30, 2016

Activity Target 4:

Gulf of Mexico Expansion - Remaining Radio

Stations Construction Complete (3 Cumulative). Due March 31, 2016

Activity Target 5:

Complete Wide Area Multilateration (WAM) Implementation Service Acceptance Test (ISAT) at one site. Due March 31, 2016

Internal Work Initiative: Reduced Oceanic Separation (G02S.04-01)

Reduced Oceanic Separation (G02S.04-01)

Internal Work Activity: Reduce Oceanic Separation

Reduce Oceanic Separation

Activity Target 1:

Complete Final Requirements Document for Ingest & Process Space-Based ADS-B in preparation for Final Investment Decision (FID). Due June 30, 2016

Internal Work Initiative: En Route Automation Modernization (ERAM) System Enhancements and Tech Refresh (G01A.01-05)

UNDER REVIEW: The Post En Route Automation Modernization (ERAM) Release 3 ("Post ERAM R3") or ("PER3") Program is shown on the Enterprise Architecture NAS Automation Infrastructure roadmap between the "ERAM Program Baseline" and the future evolutionary enhancements of the "En Route Automation NextGen Mid-Term Work Package". The PER3 effort will increase efficiency and add capacity benefits over those established by the baseline ERAM program. It will also build the foundation for incorporating NextGen technologies that mature during the PER3 timeframe. The baseline ERAM program (A01.10-01) has four segments: Enhanced Backup Surveillance (EBUS), En Route Information Display System (ERIDS), ERAM Release 1, and ERAM Releases 2 and 3. The first segment, EBUS was completed during FY2006. The second, ERIDS, was completed in FY2008. ERAM Release 1 replaces the current Host Computer System with a new automation system that expands the Host's capability so the new system can handle additional airspace capacity, and improve efficiency and safety. From a functionality standpoint, Release 1 contains the capabilities and performance required for acceptable operational suitability and effectiveness. ERAM Releases 2 and 3 contains maintenance upgrade software releases. Releases 2 and 3 will also begin to incorporate NextGen transformational program infrastructure into ERAM including Automatic Dependent Surveillance --

Broadcast (ADS-B) and infrastructure capabilities of Segment 1 of the System Wide Information Management (SWIM) that are consistent with ERAM architecture. This PER3 program supports: 1. Implementation of ERAM functional capabilities and performance required to harness ERAM's full potential for operational effectiveness. These improvements may complement NextGen initiatives, but they are also uniquely critical to ERAM. 2. Hardware replacement and associated software to increase display size and increase processing capacity. These performance enhancements are necessary because the hardware will reach utilization thresholds due to the cumulative effects of adding PER3, DataComm, ADS-B requirements as well as other NextGen capabilities. Other programs will fund ERAM capabilities for implementation during the Post ERAM Release 3 development timeline. Costs for those efforts are not included in this program, although the planning for each of the PER3 software releases allows for software development allocation to accommodate externally funded requirements. This program does not duplicate any efforts budgeted and documented in other programs' CIPs. The PER3 program effort will begin in 2011 with system engineering tasks associated with scoping and defining the PER3 software builds, as well as detailed work on the initial hardware performance upgrade implementation planning. Prime contractor system engineering, software development and implementation begins in 2012 and completes in 2019. Hardware upgrades start in 2012. Scoping the cost and schedule for PER3 has been complicated by several factors. They include prime contractor productivity, yearly training cycles, test time, and externally funded large build efforts -- such as DataComm in approximately 2014 -- which must be merged into one of projected PER3 builds. The benefits of the PER3 efforts will be justified via a business case analysis. This activity is expected to be complete by second quarter, 2011.

Internal Work Activity: En Route Automation Modernization (ERAM) System Enhancements and Tech Refresh
Modernization (ERAM) System Enhancements and Tech Refresh

Activity Target 1:
Complete installation of ECG Router Firewall equipment at last site. Due March 31, 2016

Activity Target 2:
Deploy second ERAM System Enhancements and Tech Refresh release at Key Site. Due January 31, 2016

Activity Target 3:
Deploy third ERAM System Enhancements and

Tech Refresh release for Key Sites. Due August 31, 2016

Internal Work Initiative: VORTAC
VORTAC

Internal Work Activity: (Implementation) Sustain Very High Frequency Omnidirectional Range Facility Service
(Implementation) Sustain Very High Frequency Omnidirectional Range Facility Service

Activity Target 1:
Complete dopplerization project for one (1) Very High Frequency Omni-Directional Range (VOR) facility. Due September 30, 2016

Internal Work Activity: Sustain Very High Frequency Omnidirectional Range Facility Service
(Acquisition) Sustain Very High Frequency Omnidirectional Range Facility Service

Activity Target 1:
Procure two (2) Doppler Very High Frequency Omni-Directional (DVOR) Antenna Kits. Due September 30, 2016

Internal Work Objective: Deliver Benefits through Technology and Infrastructure - Deliver Capabilities

Lay the foundation for the NAS of the future by achieving prioritized NextGen benefits, integrating new user entrants, and delivering more efficient, streamlined services.

Internal Work Initiative: Instrument Landing System (ILS) Rationalization Decision

Instrument Landing System (ILS) Rationalization Decision.

Internal Work Activity: Instrument Landing System (ILS) Rationalization Decision

Instrument Landing System (ILS) Rationalization Decision.

Activity Target 1:
Present Strategy on ILS Rationalization to the

Joint Resources Council (JRC) for Decision. Due September 30, 2016

Activity Target 2:

Consensus on final criteria for ILS Rationalization among internal stakeholders. Due September 30, 2016

Activity Target 3:

Complete final Communication Plan. Due September 30, 2016

Internal Work Initiative: NextGen Reduce Weather Impact (RWI) - Forecast Improvements - Processors

The goal of the NextGen Weather Processor program is to establish a common weather processing platform that will functionally replace legacy FAA weather processor systems and host new capabilities.

Internal Work Activity: NextGen Weather Processor (NWP) - Work Package 1

The NextGen Weather Processor (NWP) program will establish a common weather processing platform that will replace the legacy FAA weather processor systems and host new capabilities. As input, NWP will use information from the FAA and National Oceanic and Atmospheric Administration (NOAA) radars and other weather sensors and NOAA forecast models. NWP will use sophisticated algorithms to create high-quality aviation-specific current and predicted weather information. NWP will create value-added weather information that will be available via the Common Support Services-Weather (CSS-Wx) system (G05C.01-06). It will perform weather translation necessary to enable the use of weather information by automated decision-support tools (DSTs). NWP will also provide improved aviation safety related windshear products. Collectively these features will help reduce rising operations and maintenance costs by consolidating the following systems: 1) Corridor Integrated Weather System (CIWS): Provides 0-to-2 hour aviation weather information to the Traffic Flow Management System (TFMS) and associated users for heavily used air corridors; 2) Weather and Radar Processor (WARP): Provides weather information to en route air traffic controllers, supervisors, traffic management coordinators, and Center Weather Service Unit meteorologists; and 3) Integrated Terminal Weather System (ITWS): Provides weather information to terminal air traffic supervisors and controllers.

Activity Target 1:

Conduct NWP Work Package 1 (WP1) System Requirements Review (SRR), System Design

Review (SDR), and System Specification Review (SSR). Due June 30, 2016

Activity Target 2:

Conduct Preliminary Design Review (PDR). Due June 30, 2016

Internal Work Initiative: CATM-System Wide Information Management (SWIM) - Segment 2 - (G5C-01.04)

The System Wide Information Management (SWIM) Program is a National Airspace System (NAS)-wide information system that supports the FAA Next Generation Air Transportation System (NextGen). It is the NextGen focal information management and data sharing system. SWIM collects and disseminates information and provides services to the aviation community.

Internal Work Activity: System Wide Information Management (SWIM) - Segment 2A

Develop System Wide Information Management (SWIM) Segment 1 in support of the Next Generation Air Transportation System.

Activity Target 1:

Complete annual NEMS Demand Assessment. Due April 30, 2016

Activity Target 2:

Complete Identity Access Management (IAM) Phase 1A Operational Test & Evaluation at the Tech Center. Due May 31, 2016

Activity Target 3:

Complete FY16 NEMS Nodes Deployment at four (4) sites. Due July 31, 2016

Internal Work Initiative: CATM-SWIM Common Support Services - Weather (CSS-Wx)

The System Wide Information Management (SWIM) Program is an Information Technology (IT) infrastructure program that operates in the background to provide data to authorized users to facilitate collaboration across NAS domains. SWIM will provide the Service Oriented Architecture (SOA) Governance and Enterprise Infrastructure needed to meet NextGen's information management and data sharing needs.

Internal Work Activity: NextGen CATM-SWIM Common Support Services Weather (CSS-Wx) Work Package 1

Common Support Services-Weather (CSS-Wx) will establish an aviation weather publishing capability for the NAS. It will enable universal access and the standardization of weather information for dissemination to users by System Wide Information Management (SWIM) (G05C.01-08), a data management and sharing system the FAA is implementing for NextGen. Consumers of CSS-Wx information will be air traffic controllers, traffic managers, commercial aviation, general aviation, and other aviation enterprises. CSS-Wx will be the FAA's single provider of aviation weather data, consolidating several legacy weather dissemination systems. It will provide weather information for integration into NextGen enhanced decision support tools (DSTs). The CSS-Wx system is scheduled to achieve Initial Operating Capability (IOC) in FY 2019. The CSS-Wx System will:

- Provide weather information via Web Coverage Service (WCS) for gridded data, Web Feature Service (WFS) for non-gridded data, and Web Map Service (WMS) for images;
- Filter weather information by location and time with the ability to provide the user with weather data for a specific geographic area;
- Provide weather information in common, standardized formats using Weather Information Exchange Model (WXXM) for non-gridded data and using Network Common Data Form (NetCDF) for gridded data; and
- Store, archive, and retrieve weather information. The CSS-Wx system will deliver improved weather products for input into collaborative decision-making applications using information provided by the NextGen Weather Processor (NWP) (G04W.03-02), the National Oceanic and Atmospheric Administration's (NOAA) NextGen Web Services, and other weather sources available to FAA and NAS users.

Activity Target 1:

Conduct CSS-Wx Work Package 1 (WP1) Preliminary Design Review (PDR). Due March 31, 2016

Activity Target 2:

Conduct CSS-Wx Work Package 1 (WP1) Critical Design Review (CDR). Due September 30, 2016

Internal Work Objective: Deliver Benefits through Technology and Infrastructure - Execute Programs

Through these programs, we achieve our goal of delivering capabilities that translate into near-term

benefits for the users of our airspace. We are focused on improving safety and providing more efficiency with better throughput, saving money, time and fuel, and reducing emissions too. We are focusing our efforts where our customers have placed value.

Internal Work Initiative: NEXRAD SLEP Phase 1- Assure NAS Weather Observation Providers Smoothly Transition into NextGen Era (W02.02-02)

Weather observations are provided to NAS controllers and aviation users by weather radars and automated surface weather stations. Hundreds of these legacy weather providers continuously stream minute-by-minute weather observations, machine-to-machine into NAS Weather Processing Systems, Automation Systems, and NextGen User Decision Support Tools. NextGen Portfolios may plan alternatives to eventually replace many legacy weather providers, yet budget and program changes to the replacement plans often leave indefinite, the remaining service life of legacy sensor systems subject to significant extensions. This initiative ensures no gaps in service of legacy weather observation providers throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether.

Internal Work Activity: NEXRAD Service Life Extension Phase 1

The NEXRAD SLEP program will resolve obsolescence and supportability issues associated with four major components that need to be replaced or refurbished to allow the NEXRAD system at each of the twelve FAA sites to meet its operational requirements. The twelve FAA sites are located in Alaska (7), Hawaii (4) and Puerto Rico (1). Further, the program will continue the development of unique FAA algorithms to meet aviation requirements. Efforts will be focused on developing enhancements to the icing and hail algorithms. The NEXRAD is an existing tri-agency system that provides safety and traffic management services throughout the National Airspace System (NAS) from National Weather Service (NWS) sites, Air Force (AF) sites and Federal Aviation Administration (FAA) sites. The tri-agency NEXRAD program includes 160 operational sites that provide data to the national radar network. The NEXRAD was designed for a 20-year life. The present average age of the NEXRAD systems is 17 years. The NEXRAD SLEP program includes signal processor replacement, radar transmitter refurbishment, radar pedestal refurbishment, and NEXRAD facilities including structures, buildings, security fences, and access roadways refurbishment.

Activity Target 1:
Complete Radar Signal Processor Operational Test. Due August 31, 2016

Internal Work Initiative: ASWON Tech Refresh - Assure NAS Weather Observation Providers Smoothly Transition into NextGen Era - (W01.03-01)

Internal: Weather observations are provided to NAS controllers and aviation users by weather radars and automated surface weather stations. Hundreds of these legacy weather providers continuously stream minute-by-minute weather observations, machine-to-machine into NAS Weather Processing Systems, Automation Systems, and NextGen User Decision Support Tools. NextGen Portfolios may plan alternatives to eventually replace many legacy weather providers, yet budget and program changes to the replacement plans often leave indefinite, the remaining service life of legacy sensor systems subject to significant extensions. This initiative ensures no gaps in service of legacy weather observation providers throughout the NextGen transition, no matter whether replacement plans and deployment schedules may change or cease altogether. Relationship to Measure: ASWON portfolio (Programs: ASOS, AWOS, AWSS, SAWS, DASI, WEF, WME) in total account for seven, in-service, weather sensor programs that contribute to the 2016 Strategic Measure through sustained and continuous measurement of the atmosphere at the surface and aloft, collecting millions of observations each flight day, used to detect weather features, derive constraints to the free flow of air traffic, alert for weather hazards, and to fuel weather forecasts essential to the efficiency of NAS operations. The ASWON Portfolio serves and benefits every airport and every flight in the United States each flight day, by helping reduce delay, increase efficiency, and cope with severe weather.

Internal Work Activity: Aviation Surface Weather Observation Network (ASWON) Tech Refresh

ASWON portfolio (Programs: ASOS, AWOS, AWSS, SAWS, DASI, WEF, WME) in total account for eight, in-service, weather sensor programs that contribute to the 2016 Strategic Measure through sustained and continuous measurement of the atmosphere at the surface and aloft, collecting millions of observations each flight day, used to detect weather features, derive constraints to the free flow of air traffic, alert for weather hazards, and to fuel weather forecasts essential to the efficiency of NAS operations. The ASWON portfolio serves and benefits every airport and every flight in the United States each flight day,

by helping reduce delay, increase efficiency, and cope with severe weather.

Activity Target 1:
Complete Automated Weather Sensor Systems (AWSS) Tech Refresh at twenty (20) sites. Due September 30, 2016

Activity Target 2:
Complete Automated Weather Observing Systems (AWOS) Tech Refresh at forty (40) sites. Due September 30, 2016

Internal Work Initiative: Networked Facilities - NAS Voice System

The NVS will replace current voice switches in both en route and terminal facilities. It will be a real-time, critical part of the ATC infrastructure that provides the connectivity for efficient communications among air traffic controllers, pilots and ground personnel. It connects incoming and outgoing communication lines to the controller's workstation. The controller uses a panel on his workstation to select the lines needed to communicate with pilots, other controllers and other facilities.

Internal Work Activity: Develop NAS Voice System (NVS) Program

The Demonstration and Qualification segment provided funding to award the NVS contract in August 2012 to procure prototypes and conduct demonstrations of the basic functionality and NextGen capabilities. Demonstrations were successful and the program received a positive Final Investment Decision (FID) for NAS qualification in September 2014. The NAS Qualification phase consists of the development and testing of a production-ready system capable of being deployed in the NAS operational environment, including a three article test systems and three Key Site systems. The program will return to the Joint Resources Council (JRC) in FY 2017 to request FID for deployment funding at operational facilities beyond key sites.

Activity Target 1:
Complete Air Traffic Early User Involvement Event (EUIE) to evaluate incorporation of user feedback. Due February 29, 2016

Activity Target 2:
Complete Technical Operations Early User Involvement Event (EUIE) to evaluate incorporation of user feedback. Due May 31, 2016

Activity Target 3:
Software Build 10 delivered to the Tech Center.
Due November 30, 2015

(SPA) Tool analysis for 35 scheduling areas. Due
June 30, 2016

Internal Work Initiative: NextGen Navigation Engineering (NNE) - (G06N.01-03)

This program supports NextGen goals related to increasing capacity during Instrument Meteorological Conditions (IMC). It is laying the foundation to increase and improve use of area Navigation (RNAV) using Distance Measuring Equipment (DME) in the terminal domain, and improving situational awareness on the airport surface, especially during low visibility.

Internal Work Activity: NextGen Navigation Engineering (NNE)

This program supports the increased capacity goal by enabling a Greater number of users to utilize Performance Based Navigation.

Activity Target 1:
Initiate the coordination and approval of FAA
Order 9840.1. Due September 30, 2016

Activity Target 2:
Complete Scheduling and Planning Analysis
(SPA) Tool analysis for 50 scheduling areas. Due
September 30, 2016

Internal Work Initiative: Small Business Development

Provide direct procurement opportunities to small business, thereby promoting small business development and good corporate citizenship.

Internal Work Activity: Awarding of Procurement Dollars (ATO)

Award procurement dollars to small businesses, with special emphasis on procurement opportunities for small disadvantaged businesses, service-disabled veteran-owned small businesses, and women owned small businesses.

Activity Target 1:
Award at least 25 percent of the total ATO direct procurement dollars to small businesses. Due
September 30, 2016

Internal Work Objective: Optimize Agency Resources

Optimize the use and management of FAA resources to improve accountability and enhance operational efficiency through improved management of FAA acquisitions, effective management of financial resources, and support of non-AFN workforce planning. Successful accomplishment of this objective is measured through effective management of Agency acquisitions, continuous improvement of acquisition management policies and practices, and favorable financial system audit results.

Internal Work Initiative: ATO Freedom of Information Act (FOIA) Program

AJI serves as the office responsible for the administration of the ATO Headquarters Freedom of Information Act (FOIA) Program. Successful administration of the program includes ensuring requests from the general public are processed within statutory timeframe and providing training to FAA managers, coordinators, and personnel who respond to FOIA requests.

Internal Work Initiative: Enhance Workforce Planning

Improve centralized workforce planning by developing and applying policies, objectives, standards and models to validate staffing requirements and provide workload assessments that support efficient operation.

Internal Work Activity: FOIA Program

Improve Headquarters ATO FOIA on-time performance by 10 percent compared to FY15. Due:
September 30, 2016.

Internal Work Activity: ATO Support on Scheduling and Planning Analysis (SPA) Tool Implementation

Complete Scheduling and Planning Analysis (SPA) tool analysis for 50 facility scheduling areas by
September 30, 2016.

Activity Target 1:
Develop formal training syllabus for FOIA process for delivery to ATO Service Units. Due February
28, 2016

Activity Target 1:
Complete Scheduling and Planning Analysis

Activity Target 2:
Deliver annual FOIA training for ATO
headquarters personnel who serve as FOIA
Coordinator/Points of Contact for their respective
Office/Service Unit. Due July 31, 2016

Activity Target 3:

Provide monthly reports to the ATO Officers Group (OG) and Service Units on compliance with FOIA request timelines. Due September 30, 2016

Internal Work Objective: Support Sustainability and Environmental Objectives

In accordance with the Energy Independence and Security Act of 2007 (EISA). AFN will support agency sustainability goals to reduce the FAA's carbon footprint. Accomplishment of this objective will be demonstrated by successful implementation or execution of the majority of the initiatives and activities linked to this objective.

Internal Work Initiative: Fleet Management

Reduce FY2016 agency petroleum consumption by government fleet vehicles by 20% from the FY2005 baseline, a maximum consumption of 2,190,194 gasoline-equivalent units. In accordance with the Energy Independence and Security Act of 2007 (EISA) federal agencies must achieve at least a 20% reduction in annual petroleum consumption through 2015, and each year thereafter relative to a FY2005 baseline.

Internal Work Activity: Fleet Management - ATO

In accordance with the EISA Section 142, support the Agency to achieve a 20% decrease in vehicle fleet petroleum consumption over the FY2005 baseline.

Activity Target 1:

The FY16 ATO target is not to exceed the maximum petroleum consumption of 1,827,088 gasoline gallon equivalents (GGEs). Due September 30, 2016

Internal Work Objective: Time Based Flow Management (TBFM)

Establish standards and procedures regarding the utilization of Time Based Flow Management (TBFM) at facilities equipped with the TBFM system.

Internal Work Initiative: Time Based Flow Management (TBFM) Action Plan

The core initiative is to improve the FAA's implementation of TBFM as a controller automation tool to help optimize Performance-Based procedures throughout the NAS.

Internal Work Activity: Establish Standards & Procedures for Time Based Flow Management (TBFM)

Develop TBFM operational direction and implement a streamlined process for service unit coordination. Constitute a use Policy that supports the vision for TBFM which includes the various capabilities of TBFM with associated definitions and priorities for TBFM usage.

Activity Target 1:

Establish a communication process to inform field facilities of the national level technical expertise available in creating agreements promoting wider use of TBFM. Due September 30, 2016

Activity Target 2:

Establish a NAS-wide TBFM user collaboration and information sharing TBFM database to track and capture TBFM implementation lessons learned and TBFM enhancements as inputted by facilities, TBFM National Operations Team members, and other TBFM subject matter experts. The TBFM database will enable facilities to identify shortfalls/gaps in their current or planned TBFM use, and also assist in developing TBFM action plans, increasing the efficiency of the TBFM system. Due September 30, 2016

Activity Target 3:

Identify required processes and procedures for the transfer of TBFM training development and sustainment from AJM to AJI. Due September 30, 2016

Internal Work Activity: National Time Based Flow Management (TBFM) Training

Develop TBFM operational direction and implement a streamlined process for service unit coordination. Constitute a use Policy that supports the vision for TBFM which includes the various capabilities of TBFM with associated definitions and priorities for TBFM usage.

Activity Target 1:

Assist AJV-8 in collaborating with identified stakeholders from applicable Lines of Business to explore processes and procedures for the transfer of TBFM training development and sustainment from AJM to AJI. Due November 30, 2015

Internal Work Activity: Time Based Flow Management (TBFM) Action Plan

Support the improvement of the FAA's implementation of TBFM as a controller automation

tool to help optimize Performance-Based procedures throughout the NAS.

Activity Target 1:

Identify TBFM stakeholders. Due November 30, 2015

Activity Target 2:

Assist AJV-8 in collaborating with identified stakeholders from applicable Lines of Business to explore processes and procedures for the transfer of TBFM training development and sustainment from AJM to AJI. Due September 30, 2016

Internal Work Activity: National Time Based Flow Management (TBFM) Training

Support the improvement of the FAA's implementation of TBFM as a controller automation tool to help optimize Performance-Based procedures throughout the NAS.

Activity Target 1:

Assist AJV-8 in collaborating with identified stakeholders from applicable Lines of Business to explore processes and procedures for the transfer of TBFM training development and sustainment from AJM to AJI. Due September 30, 2016

Support the implementation of Wake Re-Categorization at the planned sites.

Activity Target 1:

Train the CADRE trainers and support staff training at each selected facility. Due September 30, 2016

Activity Target 2:

Hold operator forum discussions and provide material to operators for their pilot awareness training. Due September 30, 2016

Activity Target 3:

Provide onsite support during the first few days of RECAT operations at selected facilities. Due September 30, 2016

Activity Target 4:

Collect post-implementation data at selected facilities to monitor performance changes Due September 30, 2016

Internal Work Objective: Control Cost

Organizations throughout the agency will continue to implement cost efficiency initiatives. FY2014 Target: 90% of targeted savings

Internal Work Objective: Implement Wake Re-categorization Solutions

Implement Wake Re-categorization (RECAT) Phase I at 5 facilities by the end of Fiscal Year (FY) 2015.

Internal Work Initiative: Instrument Flight Procedures Automation (IFPA) Tech Refresh Segment 1 (CIP#:A14.02-02)

Instrument Flight Procedures Automation (IFPA) - Tech Refresh, Segment 1, A14.02-02 (CIP#:A14.02-02): FAA's Aeronautical Products (AJV-3) directorate maintains more than 23,000 instrument flight procedures in use at over 4,000 paved airport runways. These procedures are printed in booklets and used by pilots to determine the safe altitudes, appropriate headings and other information to successfully fly precision and non-precision approaches and departures to/from airports. IFPA is a suite of next generation Information Technology (IT) tools. These tools create products using fully integrated solutions for visual and instrument flight procedures. IFPA consists of the Instrument Procedure Development System (IPDS), Instrument Flight Procedures (IFP) database application, Airports and Navigations Aids database (AirNav) application, Obstacle Evaluation (OE) system, and the Automated Procedures Tracking System (APTS). The IPDS tool is being developed in modules, with the first module providing space-based navigation (RNAV and RNP) procedure design capability. IPDS module two will provide ground-based navigation procedure design

Internal Work Initiative: Wake Re-Categorization

Replace the previous weight based categories with approved wake turbulence categories that more optimally group aircraft based on their wake turbulence characteristics and the current fleet mix for US (and European) airports.

Internal Work Activity: Wake Re-Categorization

Support the implementation of Wake Re-Categorization at planned sites

Activity Target 1:

Provide oversight of the Wake Mitigation Re-Categorization activities. Due September 30, 2016

Internal Work Activity: Wake Re-Categorization

capability and the legacy design tool will be replaced and decommissioned. IFPA is a key component in evolving the National Airspace System (NAS) into a performance-based system. Such an evolution requires an investment in systems integration and the automation of aviation data for safety and reliability purposes, as well as an automated electronic means of information sharing. IFPA supports: 1) Modernizing systems in support of both visual and instrument flight procedure development for the approach, departure, and en-route environments; 2) Increasing automated capabilities for all types of precision and non-precision instrument flight procedures, utilizing both conventional ground-based navigation equipment and space-based navigation equipment, meeting requirements for Performance Based Navigation (PBN) using the Global Positioning System (GPS), Wide Area Augmentation System (WAAS) and Ground-based Augmentation System (GBAS). The IFPA investment resides in the Airspace and Procedures section of the NAS Enterprise Architecture Infrastructure Roadmaps. In FY12, the program entered the first segment of its planned Technology Refreshes for its COTS hardware and software in support of the IPDS and APTS tools. The IPDS tool COTS upgrades are being performed in two phases, with deliveries in FY15 and FY16. The APTS tool COTS upgrade is being performed in three phases, with deliveries in FY15 and FY16. The APTS tool provides business process workflow automation for the AeroNav Products organization, and is being renamed AeroNav Products Workflow System (APWS) with the tech refresh. NOTE -- as of August 2015, IFPA upgrade is ON A 90 DAY HOLD, pending a third party audit by the PMO.

Relationship to Objective: The IFPA system ensures continued progress toward increasing instrument flight procedures development and maintenance productivity by 32%. it improves the quality of products through process re-engineering and elimination of manual processes. Upgrading automation systems allows for efficiency and cost savings in development of instrument procedures for approaching and departing aircraft.

Internal Work Activity: IFPA Tech Refresh

In FY12, the program entered the first segment of its planned Technology Refreshes for its COTS hardware and software in support of the IPDS and APTS tools. The IPDS tool COTS upgrades are being performed in two phases, with deliveries in FY15 and FY16. The APTS tool COTS upgrade is being performed in three phases, with deliveries in FY15 and FY16. The APTS tool provides business process workflow automation for Aeronautical Information Services organization, and is being renamed AeroNav Products Workflow System (APWS) with the tech refresh.

Activity Target 1:

APWS COTS Tech Refresh: System Requirements Review (SRR). Due September 30, 2016

Activity Target 2:

IPDS COTS Tech Refresh: Replacement of COTS User Interface. Due September 30, 2016

Internal Work Objective: Reduction of Paper Publications

Conduct an assessment that quantifies the need for paper publications to customers listed for distribution.

Internal Work Initiative: Reduction of Paper Publications

Conduct a thorough assessment regarding the need and utilization of paper publications through effective communication with the customers listed for distribution. Draft results of cost savings analysis.

Internal Work Activity: Reduction of Paper Publications

Utilize the Reduction of Paper Publications quantification assessment to determine the best course of action to take in reducing the amount of Air Traffic Organization's air traffic publications that are slated for printing and shipping.

Activity Target 1:

Reduce the number of publications that are printed and shipped, based on facility needs. Due September 30, 2016

Internal Work Objective: Strategic Flow Mgmt Application (CIP#:G05A.01-01)

Strategic Flow Management Application (Execution of Flow Strategies into Controller Tools) provides funding for the implementation of the En Route Automation Modernization (ERAM) modifications needed to receive/process the Traffic Management Initiatives (TMI) in the ERAM baseline timeframe (releases 2 and 3).

Internal Work Initiative: Support Strategic Flow Mgmt Application (CIP#:G05A.01-01)

Strategic Flow Management Application (Execution of Flow Strategies into Controller Tools) provides funding for the implementation of the En Route Automation Modernization (ERAM) modifications needed to

receive/process the Traffic Management Initiatives (TMI) in the ERAM baseline timeframe (releases 2 and 3).

Internal Work Activity: Increase air traffic management capabilities and improve flexibility

Increase air traffic management capabilities and improve flexibility: Strategic Flow Management Application (SFMA) will identify operational shortfalls and gaps for rerouting of airborne flights, which will remain after the implementation of Airborne Reroute Automation (ABRR), Collaborative Trajectory Options Program (CTOP), and Data Communications (Data Comm). SFMA will develop capabilities designed to provide traffic managers and controllers with more automated flight-specific trajectory advisory functions that will consider a wide range of input factors (i.e., operator preferences, resource capacity, weather impact, and meter time assignments). SFMA will help resolve flow problems earlier, reduce unnecessary flying time and improve metering operations. These advisories will capitalize upon data comm-enabled complex clearances to improve the generation, delivery, and execution of reroutes.

Activity Target 1:

Develop Quantitative Shortfall Analysis Report.
Due April 30, 2016

Activity Target 2:

Develop Trajectory Advisory Function Report. Due September 30, 2016

Internal Work Objective: Flight & State Data Mgmt

Advanced Methods for Traffic Flow Management (TFM) will explore technologies, infrastructure enhancements, and procedural changes to meet current and future traffic management needs.

Internal Work Initiative: Flight & State Data Mgmt - Advanced Methods

Usage of Advanced Methods to address strategic TFM Shortfalls: Advanced Methods will identify automation system and procedural enhancements to address strategic TFM shortfalls in the following enhancement areas: Constraint Prediction, Monitoring and Alerting; Operational Response Development; and TFM System Performance Analysis Capability.

Internal Work Activity: Usage of Advanced Methods to address strategic TFM Shortfalls

Usage of Advanced Methods to address strategic TFM Shortfalls: Advanced Methods will identify automation system and procedural enhancements to address strategic TFM shortfalls in the following enhancement areas: Constraint Prediction, Monitoring and Alerting; Operational Response Development; and TFM System Performance Analysis Capability.

Activity Target 1:

Develop Preliminary Functional Analysis for Constraint Prediction, Monitoring, and Alerting.
Due March 31, 2016

Activity Target 2:

Develop Preliminary Requirements for Constraint Prediction, Monitoring, and Alerting Due September 30, 2016

Internal Work Objective: Flight Object/Flight Information Service (FIS)

The goal of the Flight Object program is to develop an International data standard, "FIXM" (Flight Information Exchange Model). This data standard will support the exchange of flight information between systems across multiple domains (including both NAS and International).

Internal Work Initiative: Flight Object/Flight Information Service (FIS)

Development of Flight Information Exchange Model (FIXM) Standard: Use of Flight Information Exchange Model (FIXM) will provide a unified, complete, accurate, up-to-date, and easily-accessible picture of any and all flights. This use of standardized flight data will increase data quality and availability between stakeholders, enabling operational benefits such as increased coordination, common situational awareness, and collaborative decision-making across all phases of flight, thereby improving planning, decision making, and NAS capacity.

Internal Work Activity: Development of Flight Information Exchange Model (FIXM) Standard

Development of Flight Information Exchange Model (FIXM) Standard: Use of Flight Information Exchange Model (FIXM) will provide a unified, complete, accurate, up-to-date, and easily-accessible picture of any and all flights. This use of standardized flight data will increase data quality and availability between stakeholders, enabling operational benefits such as increased coordination, common situational awareness, and collaborative decision-making across

all phases of flight, thereby improving planning, decision making, and NAS capacity.

Activity Target 1:

Develop Messaging Guidance document for Flight & Flow Information for a Collaborative Environment. Due August 30, 2016

Activity Target 2:

FIXM Core v4.0 Release Due September 30, 2016

Internal Work Activity: Development of Flight Object Exchange Service (FOXS)

FOXS will be the services and mechanisms that support the flight data exchanged using the Flight Information Exchange Model (FIXM) standard. This use of standardized flight data will increase data quality and availability between stakeholders, enabling operational benefits such as increased coordination, common situational awareness, and collaborative decision-making across all phases of flight, thereby improving planning, decision making, and NAS capacity.

Activity Target 1:

Document Operational Scenarios to demonstrate the interaction between FOXS capabilities and NAS Systems. Due September 30, 2016

Activity Target 2:

Engineering and Investment Analysis Planning for incorporating FOXS into ATM Systems. Due September 30, 2016

Internal Work Objective: Separation Mgmt - Modern Procedures

Separation Management automation enhancements include concepts and technologies, performance enhancements to existing automation functions identified through development, deployment, and operational use of ERAM and predecessor systems. Pre-implementation activities include operational and technical risk reduction, and acquisition artifact development. Separation Management includes ATC automation capabilities that assist controllers in maintaining safe aircraft separation while optimizing use of airspace capacity.

Internal Work Initiative: Separation Management Pre-Implementation Activities

The Separation Management Modern Procedures project performs concept exploration activities, such as analysis, prototyping, and evaluation of technologies

recommended through engineering studies or transferred from prior concept explorations, both internal and external to the FAA. As the common thread for these technologies is the separation of aircraft, there will be safety considerations for capabilities recommended for implementation. These include mini-operational or human-in-the-loop evaluations with air traffic controllers, supervisors, and pilots, when appropriate.

Internal Work Activity: Separation Management Pre-Implementation Activities

The Separation Management Modern Procedures project performs concept exploration activities, such as analysis, prototyping, and evaluation of technologies recommended through engineering studies or transferred from prior concept explorations, both internal and external to the FAA. As the common thread for these technologies is the separation of aircraft, there will be safety considerations for capabilities recommended for implementation. These include mini-operational or human-in-the-loop evaluations with air traffic controllers, supervisors, and pilots, when appropriate.

Activity Target 1:

Develop prototype Algorithms to improve Base of Aircraft Data Kinetic Vertical Model in ERAM Aircraft Trajectory Modeling (will inform potential future requirements), Due March 31, 2016

Activity Target 2:

Complete Study of Broader Controller use of Performance Based Navigation PBN. Due May 31, 2016

Internal Work Objective: Deliver Benefits Through Technology and Infrastructure

Lay the foundation for the NAS of the future by achieving prioritized NextGen benefits, integrating new user entrants, and delivering more efficient streamlined services.

Internal Work Initiative: NextGen Advisory Committee (NAC) Recommendations - Data Comm Milestones

Series of projects identified by the NAC as high priority for the immediate realization of NextGen benefits.

Internal Work Activity: Data Comm Milestone: Trajectory Based Operations

Data Communications Segment 1 Phase 1 - (CIP#G01C.01-05)

Segment 1 Phase 1 (S1P1) will deliver Controller Pilot Data Link Communications (CPDLC) Departure Clearances (DCL) to 56 airports to include revisions with full route clearances transmitted directly to the aircraft on the airport surface. The CPDLC DCL service will expedite the delivery of departure clearances to aircraft, streamline clearance delivery operations and enable quicker recovery from adverse weather events. S1P1 will improve efficiency, reduce ground delays, and result in more strategic management of NAS resources.

Activity Target 1:

Extend Departure Clearance Operational Trials in Newark (EWR). Due January 31, 2016

Activity Target 2:

Extend Departure Clearance Operational Trials in Memphis (MEM). Due January 31, 2016

Activity Target 3:

S1P1 - Complete S1P1 IOC at the 4th cumulative site for Tower Service. Due September 30, 2016

Activity Target 4:

S1P1 - Complete S1P1 IOC at the 5th cumulative site for Tower Service. Due September 30, 2016

Activity Target 5:

S1P1 - Complete S1P1 IOC at the 6th cumulative site for Tower Service. Due September 30, 2016

Activity Target 6:

Complete Independent Operational Assessment (IOA) by end of 2nd QTR FY16 for tower services. Due March 31, 2016

Internal Work Activity: Data Comm Milestone: Segment 1 Phase 2: Initial Route Services (G01C.01-06)

Segment 1 Phase 2 (S1P2) Initial Services will leverage the S1P1 infrastructure to deliver both Data Comm services to the En Route domain. Initial services will include transfer of communication/initial check-in, airborne reroutes, altimeter settings and altitudes, limited controller initiated reroutes, limited direct-to-fix messages, and limited crossing restrictions. The Data Comm Initial En Route services will contribute to a reduction in flight delays, more efficient routes for aircraft resulting in increased operational efficiency, enhanced safety all while reducing operational costs for airspace users.

Activity Target 1:

S1P2 - Complete En Route Services Field Demo Risk Reduction Activity. Due March 31, 2016

Activity Target 2:

S1P2 - Complete En Route Services Initial Services Computer Human Interface (CHI) demo to NATCA controllers. Due March 31, 2016

Internal Work Activity: Data Comm Milestone: Trajectory Based Operations - Trajectory Based Operations - Data Communications Segment 1 Phase 2 Full En Route Services (G01C.01-10)

Segment 1 Phase 2 (S1P2) Full En Route Services will extend the service offerings in En Route domain to include more complex services including tailored arrivals, holding instructions, advisory messages, speeds and headings, beacon codes, stuck microphone, full controller initiated reroutes, full direct-to-fix messages, and full crossing restrictions. The Data Comm Full En Route services will further contribute to a reduction in flight delays, more efficient routes for aircraft resulting in increased operational efficiency, enhanced safety all while reducing operational costs for airspace users.

Activity Target 1:

S1P2 - Complete JRC Checklist for Segment 1 Phase 2 En Route Full Services FID. Due June 30, 2016

Internal Work Initiative: Very High Frequency Omni-directional Range (VOR) Minimum Operational - Implementation

Complete all activities supporting the establishment of the VOR MON by 2025.

Internal Work Activity: VOR MON Implementation Program_AJM

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Discontinue three (3) Very High Frequency Omni-directional Ranges (VORs). Due September 30, 2016

Activity Target 2:

Complete the coordination and instrument flight procedures (including routes) activities to discontinue three (3) VORs. Due September 30, 2016

**Internal Work Activity: VOR MON
Implementation Program_AJV-1**

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Initiate Part 71 rulemaking actions required, upon receipt of Service Center OSG recommendation packages, resulting from three (3) VOR discontinuance determinations associated with the VOR MON program Phase 1 FY16 milestones. Due September 30, 2016

Activity Target 2:

Commence PBN procedure implementation process activities IAW FAAO 7100.41A, or coordinate removal candidates and prioritize publication/implementation dates of conventional Standard Instrument Departures (SID) and Standard Terminal Arrival (STAR) IFPs with Area Navigation (RNAV) SIDs and STARs for VORs targeted for discontinuance from the FY2016 waterfall schedule. Due September 30, 2016

Activity Target 3:

Commence PBN procedure implementation process activities IAW FAAO 7100.41A, or coordinate removal candidates and prioritize publication/implementation dates of VOR Airways with Area Navigation (RNAV) Q/T Routes, where necessary, to facilitate VOR discontinuance. Due September 30, 2016

**Internal Work Activity: VOR MON
Implementation Program_AJV-5**

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Complete all Instrument Flight Procedures (IFP) activities required to discontinue 3 VORs. Due September 30, 2016

Activity Target 2:

Complete aeronautical charting standards for the VOR MON airports and DME-only facilities to facilitate VOR discontinuance. Due September 30, 2016

Activity Target 3:

Commence with cancellation of conventional VOR and Non-Directional Beacon (NDB) Instrument Flight Procedures (IFP) associated with VORs planned for discontinuance in FY2016, Due September 30, 2016

**Internal Work Activity: VOR MON
Implementation Program_AJW-3**

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Complete flight inspection support activities in accordance with the FY16 Service Level Agreement between AJM-324 and AJW-3, for the discontinuance of three VOR's by 9/30/2016. Due September 30, 2016

**Internal Work Activity: VOR MON
Implementation Program_AJV-C**

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Complete the JO 7400.2 NAVAID Discontinuance process to discontinue three (3) VORs. Due September 30, 2016

Activity Target 2:

Complete the instrument flight procedures preliminary design and coordination activities required to discontinue 3 VORs. Due September 30, 2016

**Internal Work Activity: VOR MON
Implementation Program_AJV-E**

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Complete the JO 7400.2 NAVAID Discontinuance process to discontinue three (3) VORs. Due September 30, 2016 Due September 30, 2016

Activity Target 2:

Complete the instrument flight procedures preliminary design and coordination activities required to discontinue 3 VORs. Due September 30, 2016

**Internal Work Activity: VOR MON
Implementation Program_AJV-W**

Complete all activities supporting the establishment of the VOR MON by 2025.

Activity Target 1:

Complete the JO 7400.2 NAVAID Discontinuance process to discontinue three (3) VORs. Due September 30, 2016

Activity Target 2:

Complete the instrument flight procedures preliminary design and coordination activities required to discontinue three (3) VORs. Due September 30, 2016

Oceanic Procedures (ATOP). Due January 31, 2016

Activity Target 2:

Establish policy and procedures to implement Automatic Dependent Surveillance-Contract (ADS-C) Climb and Descend measures for Advanced Technologies and Oceanic Procedures (ATOP). Due September 30, 2016

Internal Work Initiative: Automatic Dependent Surveillance-Broadcast (ADS-B) In-Trail Procedures (ITP)

Establish procedures to enable aircraft to perform a climb-through or descend-through maneuver past one or two reference aircraft in non-radar, procedural oceanic airspace in compliance with reduced distance-based longitudinal separation minima.

Internal Work Activity: Automatic Dependent Surveillance-Broadcast (ADS-B) In-Trail Procedures (ITP)

Implement Automatic Dependent Surveillance-Broadcast (ADS-B) In Trail Procedures (ITP).

Activity Target 1:

Support the integration of ADS-B In-Trail software for Advanced Technologies and Oceanic Procedures. Due April 30, 2016

Activity Target 2:

Establish policy and procedures to implement Automatic Dependent Surveillance-Broadcast (ADS-B) reduced In-Trail separation for Advanced Technologies and Oceanic Procedures (ATOP). Due September 30, 2016

Internal Work Initiative: Automatic Dependent Surveillance-Contract (ADS-C) Climb/Descend Procedures (CDP)

Establish Automatic Dependent Surveillance-Contract (ADS-C) Climb/Descend Procedures (CDP) procedures to enable the application of reduced distance-based longitudinal separation minima for a climb-through or descend-through clearance past one blocking aircraft in non-radar, procedural oceanic airspace.

Internal Work Activity: Automatic Dependent Surveillance-Contract (ADS-C) Climb/Descend Procedures (CDP)

Implement Automatic Dependent Surveillance-Contract (ADS-C) Climb/Descend Procedures (CDP).

Activity Target 1:

Support the integration of ADS-C Climb and Descend software for Advanced Technologies and

Internal Work Objective: NAC Recommendation: Improved Multiple Runway Operations

The efficiency of parallel runways, particularly those that are closely spaced, has been limited by the interplay of wake vortices with nearby aircraft. Multiple Runway Operations capabilities improve access to these runways and can increase basic runway capacity and throughput by reducing separation between aircraft based on improved wake categorization standards. Improved access will enable more arrivals and/or departures during less than visual meteorological conditions, which will increase efficiency and reduce flight delays.

Internal Work Initiative: Wake Recategorization

In the past the degree to which two aircraft needed to be separated was based on aircraft weight. This capability replaces that model with newly approved wake turbulence categories that group aircraft more optimally based on their wake turbulence characteristics and the current fleet mix for U.S. airports.

Internal Work Activity: Wake Recategorization

Implement Wake Recategorization at planned sites by the end of Fiscal Year (FY) 2016

Activity Target 1:

Implement Wake Recategorization at the 14th facility Due December 31, 2015

Activity Target 2:

Implement Wake Recategorization at the 15th facility Due March 31, 2016

Activity Target 3:

Implement Wake Recategorization at the 16th facility Due June 30, 2016

Activity Target 4:

Implement Wake Recategorization at the 17th facility Due September 30, 2016

Activity Target 5:

Provide standards and procedures support in implementing Wake Recategorization at 14th facility. Due December 31, 2015

Activity Target 6:

Provide standards and procedures support in implementing Wake Re-Categorization at 15th facility. Due March 31, 2016

Activity Target 7:

Provide standards and procedures support in implementing Wake Re-Categorization at the 16th facility. Due June 30, 2016

Activity Target 8:

Provide standards and procedures support in implementing Wake Re-Categorization at the 17th facility. Due September 30, 2016

Internal Work Initiative: Dependent Parallel Operations Between 2,500-3,600 Feet

This capability reduces the dependent stagger separation from 1.5 nautical miles (NM) to 1.0NM for runways separated by more than 2,500 feet and less than 3,600 feet.

Internal Work Activity: Implementation of Dependent Parallel Operations Between 2,500-3,600 Feet

Implement Dependent Parallel Operations between 2500-3600 feet at planned site by the end of Fiscal Year (FY) 2016.

Activity Target 1:

Implement Dependent Parallel Operations at the 1st facility. Due June 30, 2016

Activity Target 2:

Implement Dependent Parallel Operations at the 2nd facility. Due June 30, 2016

Activity Target 3:

Implement Dependent Parallel Operations at the 3rd facility. Due June 30, 2016

Activity Target 4:

Implement Dependent Parallel Operations at the 4th facility. Due June 30, 2016

Activity Target 5:

Implement Dependent Parallel Operations at the 5th facility. Due June 30, 2016

Activity Target 6:

Implement Dependent Parallel Operations at the 6th facility. Due June 30, 2016

Activity Target 7:

Implement Dependent Parallel Operations at the 7th facility. Due June 30, 2016

Internal Work Objective: Controller Hiring

Consistent with Air Traffic Controller Workforce Plan, hire at least 1,619 air traffic controllers in FY 2016.

Internal Work Initiative: ATO Special Projects: ATC recruitment plan

ATO Special Projects: ATC recruitment plan

Internal Work Activity: Establish Air Traffic Controllers recruitment plan

Establish Air Traffic Controllers recruitment plan

Activity Target 1:

Establish working group/committee, to include collaboration with the appropriate stakeholders. Due June 30, 2016

Activity Target 2:

Identify parameters/brainstorm criteria on recruitment strategy. Due June 30, 2016

Activity Target 3:

Create recruitment strategy (i.e. social media, YouTube, announcements, etc.). Due August 31, 2016

Activity Target 4:

Establish first draft ATC recruitment strategy. Due August 31, 2016

Activity Target 5:

Brief stakeholders on initial Air Traffic Controller (ATC) recruitment strategy, Phase 1. Due September 30, 2016

Enhance Global Leadership

Global Leadership aims to improve safety, air traffic efficiency, and environmental sustainability across the globe through an integrated, data-driven approach that shapes global standards, enhances collaboration and harmonization, and better targets ATO resources and efforts. Increased focus, leadership and engagement in the global community have never been more critical, yet we are in a prolonged period of considerable budget

uncertainty and limited resources. The Global Leadership Initiative is working to adapt the FAA's international approach to meet these challenges.

The FAA International Strategy outlines where the FAA wants to be in 2018 and creates global, regional and internal organizational roadmaps on how to get there. This detailed four-year plan (FY 2015 through 2018) outlines the international strategy, its drivers, and focus areas:

- Ensure safety and security of US lives.
- Ensure efficient global ATS to support US Economy.
- Ensure aviation growth while reducing environmental impacts.
- Ensure US industry participation in global marketplace.

The ATO is a member of International Steering Committee (ISC) and International Advisory Board (IAB), which launched three task forces focusing on ICAO Engagement, Data-Informed Prioritization and Decision Making, and Communications to achieve the Agency's international strategic objectives.

The ATO provides effective, consistent, and well-coordinated strategic leadership, products, and services to ensure harmonization of domestic U.S. air traffic operations and Next Generation Air Transportation System (NextGen) technologies, procedures and standards with the global civil aviation community, international organizations and user groups. The ATO participates with the International Civil Aviation Organization (ICAO) and groups various regions of the world. The ATO provides direct technical support and strategic guidance to support daily requirements of other Air Navigation Service Providers (ANSPs).

Environmental issues continue to be a large part of ATO efforts. The ATO works with ANSPs, civil aviation authorities, airlines and other stakeholders to support regional aviation partnerships to adopt technologies, systems, procedures and concepts to improve global interoperability and system harmonization while supporting a reduction of aviation's environmental footprint. Aviation partnerships include Atlantic Interoperability Initiative to Reduce Emissions (AIRE) in Europe; Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) in the Pacific region; and America - Middle East Initiative to Reduce Emissions (AMIRE) in the Middle East.

Internal Work Objective: Ensure Safety & Security of U.S. Lives

The FAA will work cooperatively with key partners in government and industry to enhance the safety and security of the global aerospace system

Internal Work Initiative: Aviation safety and security concerns are effectively managed

Represent ATO safety and security priorities, in collaboration with the ATO System Operations Security office

Internal Work Activity: NATO ATM Committee

Lead FAA ATO participation with NATO activities

Activity Target 1:

Prepare and deliver all information and briefing materials for engagement with NATO. Due September 30, 2016

Internal Work Initiative: Influence the adoption of ICAO safety and security SARPs

Participate and lead in Regional Safety Groups to promote compliance with ICAO SARPS

Internal Work Activity: AFI Regional Safety Groups and Workshops

Lead ATO participation in Africa and Indian Ocean Regional Safety Groups and Workshops

Activity Target 1:

Prepare for, lead, and manage ATO participation in Africa-Indian Ocean Regional and International meetings to include International Airline Transport Association's (IATA) ATS Incident Analysis Group (AIAG) meeting. ICAO South Atlantic Regional Group (SAT), and IATA Regional Coordinating Group to promote ATS harmonization and seamless ATC.. Due April 30, 2016

Activity Target 2:

Lead and manage ATO participation in the Africa and Indian Ocean Implementation Regional Group (APIRG) to advocate the adoption of U.S. technologies, processes and procedures throughout the region Due December 31, 2015

Internal Work Activity: Asia-Pacific Regional Airspace Safety Monitoring Advisory Group

ATO participation in the ICAO Asia Pacific Regional Airspace Safety Monitoring Advisory Group

Activity Target 1:

Lead and manage ATO participation in the ICAO Asia Pacific Regional Airspace Safety Monitoring Advisory Group Due September 30, 2016

Internal Work Objective: Ensure Aviation Growth While Reducing Environmental Impacts

The FAA will lead the development and global acceptance of cost beneficial environmental standards and policies that provide environmental protection while enabling the U.S. aerospace industry and airlines to grow internationally without restrictive regulations.

Internal Work Initiative: ATM improvements - airborne and surface - consider environmental performance

Work with ANSPs, civil aviation authorities, airlines and other stakeholders to support regional aviation partnerships to adopt technologies, systems, procedures and concepts to improve global interoperability and system harmonization while supporting a reduction of aviation's environmental footprint.

Internal Work Activity: Asia and Pacific Initiative to Reduce Emissions (ASPIRE)

ATO participation in ASPIRE program

Activity Target 1:

Lead and manage ATO participation in the Asia and Pacific Initiative to Reduce Emissions (ASPIRE) and continue to identify environmentally beneficial best practices for use by ANSPs around the world Due September 30, 2016

Internal Work Activity: America - Middle East Initiative to Reduce Emissions

FAA leading efforts to develop AMIRE program.

Activity Target 1:

Lead ATO efforts in promoting the America - Middle-East Initiative to Reduce Emissions by soliciting US Airlines participation Due September 30, 2016

Internal Work Objective: Spectrum Global Leadership

Provide global leadership for the aviation community on radio spectrum related issues, through active participation in world standards organizations. These organizations are those that establish global standards and recommended practices for aviation systems, and those which establishes global regulations for access to the radio frequency spectrum by all nations, for all spectrum related systems, including those providing aviation

communication, navigation and surveillance. These fora address a wide variety of international spectrum issues, including policy, technical procedures, and criteria for the use, sharing, electromagnetic compatibility protection, management, and allocation of the radio frequency spectrum. Establishment of frequency coordination procedures with other member nations is another important aspect of the international spectrum management process dealt with by these fora.

Internal Work Initiative: Develop Civil Aviation Spectrum Standards

Provide necessary radio frequency protection criteria for FAA/aviation systems, worldwide from non-aviation systems. Standards deal with use of the radio frequency spectrum for surveillance, navigation and communications.

Internal Work Activity: Develop Civil Aviation Standards

Develop Civil Aviation Spectrum Standards that support communication, navigation and surveillance for future high density scenarios. Spectrum used for aviation is under increasing scrutiny by regulators. Aviation spectrum is highly desirable for other non-aviation systems, such as cellular and wireless broadband. ICAO is in the forefront to develop spectrum efficient systems.

Activity Target 1:

Prepare U.S. civil aviation positions for the United Nation's International Telecommunication Union - Radiocommunication Study Group (ITU-R) Due September 30, 2016

Activity Target 2:

Develop International Civil Aviation Organization (ICAO) standards for navigation, communication, and surveillance systems. Due September 30, 2016

Internal Work Initiative: Protect Civil Aviation Spectrum

The US, and in particular the FAA, will lead the way to develop the 5 GHz spectrum for UAS. Spectrum Engineering Service will be a leader in development of the spectrum use plan which will provide UAS with communications adequate to support safety communications. RTCA is the vehicle for development of the necessary standards and protection criteria.

Internal Work Activity: Protect Civil Aviation Spectrum

The US, and in particular the FAA, will lead the way to develop the 5 GHz spectrum for UAS. Spectrum

Engineering Service will be a leader in development of the spectrum use plan which will provide UAS with communications adequate to support safety communications. RTCA is the vehicle for development of the necessary standards and protection criteria.

Activity Target 1:

Establish Radio Frequency System to support UAS including support for Radio Technical Commission for Aeronautics Special Committee 228 (RTCA SC-228) Due September 30, 2016

Internal Work Initiative: Secure Spectrum allocations necessary for NAS Operations

Secure spectrum allocations necessary for NAS Operations. The Final Acts of WRC 15 will only be the first step in developing the regularity basis for both UAS and GFT. The Spectrum Engineering Service will be in a leadership roll to develop the ITU-R basis for WRC-19 proposals as well as promotion of those proposals world wide.

Internal Work Activity: Secure Spectrum allocations necessary for NAS Operations

Secure spectrum allocations necessary for NAS Operations. The Final Acts of WRC 15 will only be the first step in developing the regularity basis for both UAS and GFT. The Spectrum Engineering Service will be in a leadership roll to develop the ITU-R basis for WRC-19 proposals as well as promotion of those proposals world wide.

Activity Target 1:

Establish U.S. Positions for 2015 World Radiocommunication Conference which are supportive of civil aviation Due September 30, 2016

Internal Work Objective: Ensure Efficient Global ATS to Support U.S. Economy

The FAA will proactively manage air transportation across international boundaries in a manner that is operationally efficient and seamless, with fully harmonized procedures and technologies utilizing the best practices of the industry.

Internal Work Initiative: Seamless international airspace boundaries

Proactively advocate an international seamless airspace to improve global aviation safety and efficiency

Internal Work Activity: Informal Pacific ATC Coordinating Group (IPACG)

ATO participation in the IPACG to address cooperation and ATC issues in the Pacific airspace

Activity Target 1:

Lead and manage ATO participation in the Informal Pacific ATC Coordinating Group (IPACG) with the Japan Civil Aviation Bureau and industry representatives to address operational issues affecting the efficiency of air traffic in Pacific airspace controlled by the US and Japan Due September 30, 2016

Internal Work Activity: Aviation System Block Upgrades

Lead ATO/ANG reporting to ICAO for ASBU Block 0 Implementation

Activity Target 1:

Lead and facilitate ATO/ANG reporting to ICAO Headquarters and Regional Offices for ASBU Block 0 Implementation and for ICAO's Continuous Monitoring Approach (CMA). Due September 30, 2016

Activity Target 2:

Complete ASBU tracking sheets Due September 30, 2016

Activity Target 3:

Coordinate ATO/ANG responses to ICAO State Letters. Due September 30, 2016

Internal Work Activity: Activities with ICAO, Air Navigation Service Providers (ANSPs), and States in the Americas

Facilitate and lead ATO bilateral and multi-lateral collaboration meetings and activities with ICAO, Air Navigation Service Providers (ANSPs), and States in the Americas.

Activity Target 1:

Lead and manage ATO participation in the Informal Cross Polar Working Group (CPWG) with State ATM Corporation, NAV CANADA, ISAVIA, Avinor, Japan Civil Aviation Bureau and industry representatives to address operational issues affecting the efficiency of air traffic in Arctic and Cross Polar airspace controlled by the ANSPs Due September 30, 2016

Activity Target 2:

Lead and manage ATO participation in ICAO's 39th Assembly Meeting Due September 30, 2016

Activity Target 3:

Lead and coordinate ATO responses, positions, and participation in ICAO Conferences and Symposiums Due September 30, 2016

Activity Target 4:

Lead ATO planning and preparation and facilitate bilateral discussions between ATO and NavCanada Executives on operational issues and areas of interest between the two ANSPs Due September 30, 2016

Activity Target 5:

Review ATO inputs and coordinate ATO responses, positions, and participation for the World Radio Communication Conference 2015 Due September 30, 2016

Internal Work Activity: Coordination with Japan's Fukuoka ATM Center

Lead regular ATM teleconferences between Japan's Fukuoka Air Traffic Management Center and appropriate US ATC/ATM facilities

Activity Target 1:

Coordinate and facilitate regular ATM teleconferences between Japan's Fukuoka Air Traffic Management Center, FAA's Air Traffic Control System Command Center, Oakland, and Anchorage Due September 30, 2016

Internal Work Activity: Collaboration and Technical Assistance with States and Air Navigation Service Providers in the Americas

Lead the coordination within the ATO and with the Office of International Affairs for the development, implementation, and maintenance of international agreements for technical and operational collaboration with States and Air Navigation Service Providers in the Americas.

Activity Target 1:

Expand collaboration and improve information exchange with the Government of the Bahamas and its Civil Aviation Department, including the Development of a Stand-Alone Radar Data Sharing Agreement Due September 30, 2016

Activity Target 2:

Facilitate ADS-B collaboration with Mexico towards the completion of operational testing and

flight inspection of three ADS-B radios and three service delivery points at five sites in Mexico Due June 30, 2016

Activity Target 3:

Facilitate RCAG collaboration with Mexico towards the completion of installation, operational testing and flight inspection of the RCAG radio and antenna at one site in Mexico. Due June 30, 2016

Activity Target 4:

Develop and institute a telecommunications agreement with Mexico for the new FAA/SENEAM telecommunications network Due September 30, 2016

Activity Target 5:

Facilitate WAAS collaboration with Mexico for upgrades to existing FAA WAAS equipment at six sites in Mexico, and assistance to the DGAC and SENEAM for the development of their PBN procedures at one or two airports in Mexico Due September 30, 2016

Activity Target 6:

Coordinate an Ionospheric analysis/study for DECEA (Brazil) and provide support for the certification of a low altitude Ground-Based Augmentation System (GBAS). Due September 30, 2016

Activity Target 7:

As part of the ICAO NACC Office Go Teams and RLA/09/801 Project, lead the coordination for any requests for ICAO Go-Teams and other States and ANSPs for ATO technical assistance or subject matter expertise. Facilitate technical and operational ATC assessments, analysis, audits, equipment repair, etc. Coordinate with the Offices of International Affairs and International Law to develop the associated international technical assistance agreements Due September 30, 2016

Activity Target 8:

In collaboration with NavCanada, develop an ICAO North American Regional Electronic Air Navigation Plan. Due September 30, 2016

Internal Work Initiative: Harmonized standards for ATS technologies and procedures

Provide effective, consistent, and well-coordinated strategic leadership, products, and services to ensure harmonization of domestic U.S. air traffic operations and Next Generation Air Transportation System (NextGen) technologies, procedures and standards with the global

civil aviation community, international organizations and user groups.

Internal Work Activity: Middle East Air Navigation and Implementation Regional Group (MIDANPIRG)

Lead and manage ATO participation in Air Traffic Management-related subgroups, committees in the Middle East.

Activity Target 1:

Lead and manage ATO participation in Air Traffic Management-related subgroups, committees and task forces of the Middle East Air Navigation and Implementation Regional Group (MIDANPIRG) to advocate the adoption of U.S. technologies, processes and procedures throughout the region. Due September 30, 2016

Activity Target 2:

Prepare and deliver information papers on ASBU implementation and RPAS regulation. Due September 30, 2016

Internal Work Activity: Informal South Pacific ATS Coordinating Group (ISPACG)

Manage and lead ATO participation in the Informal South Pacific ATS Coordinating Group (ISPACG)

Activity Target 1:

Manage and lead ATO participation in the Informal South Pacific ATS Coordinating Group (ISPACG) with Australia, Fiji, Tahiti, New Zealand, Papua New Guinea, and Chile Due September 30, 2016

Internal Work Activity: Inter-Agency Group on International Aviation (IGIA)

Lead ATO's involvement and coordination with the Inter-Agency Group on International Aviation (IGIA) documents

Activity Target 1:

Lead ATO's involvement with the Inter-Agency Group on International Aviation (IGIA), including coordination with the Office of International Affairs and the ATO service, business and operational units, as well as technical panels, to develop positions and responses to ICAO Headquarters (Montreal) and Regional (NACC, SAM, EUR, NAT, APAC, MID) letters. Due September 30, 2016

Internal Work Activity: ATO and NextGen representation in ICAO

Facilitate preparations and representation for ATO and NextGen in ICAO Panels, Study Groups, and Task Forces

Activity Target 1:

Facilitate preparations for ATO and NextGen representation in ICAO Panels, Study Groups, and Task Forces, as well as for ICAO and International Conferences Due September 30, 2016

Internal Work Activity: Micronesia Program Management Review (PMR)

Conduct a Program Management Review (PMR) of ATO activities in Micronesia.

Activity Target 1:

Conduct a Program Management Review (PMR) to discuss issues and agreements related to ATO activities in Micronesia. Due September 30, 2016

Internal Work Activity: Europe, Africa & the Middle-East. Program Management Review (PMR)

Conduct a Europe, Africa & the Middle-East Program Management Review (PMR)

Activity Target 1:

Conduct a Program Management Review (PMR) of individual geographic and programmatic portfolios to discuss issues and agreements related to activities in Europe, Africa & the Middle-East. Review strategic priorities to ensure alignment with ATO / FAA global leadership initiatives. Due September 30, 2016

Internal Work Activity: ATO participation in ICAO, Latin America Regional (Mexico City and Lima) Groups

ATO participation in ICAO HQ and ICAO Americas Regional Groups

Activity Target 1:

Represent ATO in the GREPECAS Programs & Projects Review Committee planning meeting to ensure goals and objectives are being met in the Region Due September 30, 2016

Activity Target 2:

Represent the ATO in the annual North American and Caribbean (NAM/CAR) Air Navigation Implementation Working Group (ANIWG) meeting including the 7 sub-task forces to ensure the goals and objectives such as ATFM and PBN are being supported and in line with ATO initiatives. Due September 30, 2016

Activity Target 3:

Lead ATO preparation and participation in the Eastern Caribbean Civil Aviation and Network Technical working Groups Due September 30, 2016

Activity Target 4:

Lead ATO preparation and participation in the Eastern and Central Caribbean Directors of Civil Aviation Meetings Due September 30, 2016

Activity Target 5:

Manage and coordinate ATO support to the mission and workshops of the 7 Air Navigation Implementation Working Group (ANIWG) task forces for AIDC, ATFM, PBN, AMHS, AIM, CPDLC, and ADS-B. Due September 30, 2016

Internal Work Activity: NextGen / SJU / EUROCONTROL Coordination Committee

Lead preparations and execution of ATO participation in NextGen - SESAR JU - Eurocontrol coordination

Activity Target 1:

Manage ATO / ANG participation in NextGen/SJU/EUROCONTROL Coordination Committee meetings, to include: Prepare and coordination meeting agenda, times and locations, delivering briefings and presentations, documenting meeting outcomes and ensuring actions and activities are completed on time Due September 30, 2016

Activity Target 2:

Manage ATO secretariat functions for the development of an agreement between the FAA and European Commission regarding the SESAR Deployment Manager. Due September 30, 2016

Activity Target 3:

Successfully support the air traffic strategic vision and initiatives within the European Flight Demonstrations to improve flight efficiency and reduce emissions. Facilitate harmonization efforts through the NextGen and SESAR Collaborative Demonstration Activities. Due September 30, 2016

Internal Work Activity: World ATM Congress

Lead ATO and ANG preparations of senior executives for participation at the World ATM Congress

Activity Target 1:

Lead ATO and ANG preparation for the World ATM Congress by preparing executive briefing materials and eBook. Coordinate agenda and

bilateral meetings for ATO/ANG executives Due April 30, 2016

Internal Work Activity: Europe, Africa, Middle East Group - ICAO Engagement

Coordinate and facilitate the ATO strategic vision and supporting activities in the Europe, Africa, and Middle East regions, as well as Global Forums dealing with cross-regional air traffic initiatives.

Activity Target 1:

Successfully manage air traffic support and leadership within the International Civil Aviation Organization (ICAO) North Atlantic, European, African and Middle Eastern air navigation service (ANS) focused meetings, including the preparation of North Atlantic (NAT) Systems Planning Group (SPG) and the European Air Navigation Planning Group meeting agendas; coordination of major initiatives; and coordination and preparation of papers to articulate U.S. positions Due September 30, 2016

Internal Work Activity: Asia Pacific Group Regional Engagement

Coordinate and facilitate the ATO strategic vision and supporting activities in the Asia and Pacific Region, as well as US-controlled international airspace in the Pacific Ocean.

Activity Target 1:

Prepare the work program for the FAA/Civil Aviation of Japan (JCAB) Future Air Traffic Systems (FATS) working group, including the semi-annual meeting, the FATS Collaboration Plans, meeting materials and the official report of the FATS/Working Group. Due September 30, 2016

Activity Target 2:

Coordinate the ATO efforts within the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) to advocate the adoption of U.S. technologies, processes and procedures throughout the region. This includes the preparations of US strategy and position development, working/information paper management, travel planning and logistics, and ATO delegation lead and subject matter expert responsibilities. Due September 30, 2016

Internal Work Initiative: Shared best practices for efficient ATS operations

Provide leadership and facilitation for ATO international activities through our strong international knowledge base and ability to build coalitions and global

consensus. Provide direct technical support and strategic guidance to support daily requirements of operational facilities to interface with foreign air navigation service providers.

Internal Work Activity: ICAO Asia Pacific Air Traffic Management Subgroup

ATO participation in the ICAO Asia Pacific Air Traffic Management Subgroup.

Activity Target 1:

Lead and manage ATO participation in the ICAO Asia Pacific Air Traffic Management Subgroup.
Due September 30, 2016

Internal Work Activity: ATC Coordination and Communications in Africa

Promote FAA standards through ICAO workgroups to identify opportunities for Air Navigation Service Provider (ANSPs) in Africa to partner and deliver seamless air traffic services.

Activity Target 1:

Reduce the reliance on IATA's In-Flight Broadcast Procedure throughout the African continent by promoting the use of CPDLC. Due September 30, 2016

Activity Target 2:

Promote the knowledge of the requirements and the use of Global Operational Data Link Document (GOLD) by conducting workshops in conjunction with ICAO's and IATA's African Regional Offices
Due September 30, 2016

Activity Target 3:

Promote, through best practices and US support for PBN procedure development with the ICAO Flight Procedures Program (FPP) Due September 30, 2016

Internal Work Activity: Requests for ATO assistance from ICAO and foreign Civil Aviation Authorities

Lead ATO coordination and manage requests for ATO assistance from ICAO and foreign Civil Aviation Authorities.

Activity Target 1:

Lead ATO coordination and manage requests for ATO assistance from ICAO and foreign Civil Aviation Authorities for briefings, information on best practices, participation in seminars and workshops, as well as for visits to ATO facilities
Due September 30, 2016

Internal Work Initiative: Support the International Civil Aviation Organization (ICAO) Work Groups

Support ICAO work efforts in the Air Navigation Bureau that meet FAA objectives for improving the efficiency of global aviation.

Internal Work Activity: Support ICAO Air Navigation Bureau (ANB)

Serve as FAA lead on ICAO ANB work items that assess the effectiveness of ASBU implementation as well as provide updates to ICAO guidance on operational performance. Support ICAO in regional forums that utilize performance indicators to promote Air Traffic Management improvements.

Activity Target 1:

Produce briefings and working papers for ICAO that demonstrate harmonized performance reporting. Due September 30, 2016

Activity Target 2:

Provide FAA operational performance metric input and review to the 2016 ICAO Global Air Navigation Plan (GANP). Due September 30, 2016

Internal Work Initiative: Promote CANSO Initiatives

Participate on CANSO Committees and work groups for the purpose of producing CANSO work products that promote efficient ATM. Produce guidance on operational performance and support CANSO work groups that require assessing operational performance.

Internal Work Activity: Support CANSO Operations Standing Committee (OSC)

Serve as Operations Task group lead for the Operational Performance Work Group within the CANSO OSC.

Activity Target 1:

Support CANSO in efforts related to operational performance, including guidance documents and workshop materials Due September 30, 2016

Internal Work Initiative: Joint work with European Commission

The FAA and the European Commission have established a Memorandum of Cooperation (MOC) for jointly developing and promoting harmonized performance measures that may be used globally by ICAO. This work is performed under Annex 2 of this MOC.

Internal Work Activity: Serve as FAA lead for work items under Annex 2 of the MOC with the European Commission

Work items under the Annex 2 Performance Analysis Review Commission develop common measures and produce benefit assessments for surface, traffic flow and arrival management. Performance trade-offs associated with demand management are assessed under this MOC. Joint capacity and performance analysis promote efficient ATM by leveraging the performance capabilities of Europe and the US.

Activity Target 1:

Produce joint operational performance report on vertical flight efficiency. Due September 30, 2016

Activity Target 2:

Produce joint operational performance report on ATFM Delay and Network Management. Due September 30, 2016

Activity Target 3:

Produce 2015 U.S./Europe Comparison of ATM Operational Performance Report. Due September 30, 2016

Internal Work Initiative: Joint work with Civil Aviation Authority of Singapore

Perform operational performance analysis tasks that support the Memorandum of Cooperation between the FAA and Civil Aviation Authority of Singapore (CAAS).

Internal Work Activity: Serve as FAA lead and support joint FAA/CAAS work efforts under the MOC.

Serve as FAA lead for operational performance work efforts that improve capacity and flight efficiency in the region. Develop procedures that allow CAAS to benchmark performance against FAA facilities.

Activity Target 1:

Produce updated FAA/CAAS capacity and flight efficiency study that meets work plan objectives of improving performance measures in the region. Due September 30, 2016

Internal Work Initiative: AJO/AJR-19 COLLABORATIVE DECISION MAKING GROUP (WA26310000)

Supports a customer-focused, safe, efficient, and affordable air transportation system that is environmentally responsible. Supports global understanding and acceptance of the FAA mission,

operations, and Air Traffic Organization modernization efforts. Promotes global, regional, and cross-border acceptance of U.S. Air Traffic Management technology, procedures and processes. Provides joint government/industry initiative aimed at improving air traffic management through increased information exchange among the various parties in the aviation community. Oversees the Collaborative Decision Making program made up of representatives from government, general aviation, airlines, private industry and academia who are working together to create technological and procedural solutions to traffic flow problems that face the National Airspace System.

Internal Work Activity: Provide Global Leadership in Air Traffic Flow Management and Collaborative Decision Making (CDM) Process

Ensure airport and airspace capacity are more efficient, predictable, cost-effective, environmentally sound, and matched to customer needs by providing leadership to Air Traffic Flow Management and the Collaborative Decision Making (CDM) processes. Develop tools, guidance and procedures that match system capacity, efficiency and predictability to user demands while improving safety and increasing the capacity of the nation's aviation system.

Activity Target 1:

Conduct annual Collaborative Decision Making (CDM) General Session to ensure CDM guidance and procedures are aligned with agency goals and customer needs. Due September 30, 2016

Activity Target 2:

Continue to promote the objectives of the CDM Steering Group (CSG) through effective monthly meetings with aviation business partners to promote safe and effective traffic management policies. Continue to evolve the National Customer Forum (NCF) meetings on a monthly basis for the sharing of vital information and concerns with our aviation business Due September 30, 2016

Activity Target 3:

Conduct facility visits by international organizations to enhance the effectiveness of the national and global aviation systems and ensure global interoperability of NextGen. Due September 30, 2016

Internal Work Objective: Promote Regulatory Harmonization and Partnerships to Ensure a Seamless Transfer of Technology

The FAA will advance regulatory interoperability and partnerships with foreign authorities and organizations to ensure a seamless transfer of U.S. aerospace products, services, and approvals.

Internal Work Initiative: Improve Efficiency of Global Air Transportation Services (ATS)

Improve the efficiency of global ATS by managing air transportation across international boundaries in a manner that is operationally efficient and seamless, with fully harmonized procedures and technologies using the best practices of the industry.

Internal Work Activity: Global Collaborative Decision Making

Provide leadership to the Global Collaborative Decision Making process.

Activity Target 1:

Promote and expand collaborative information sharing by participating in Global Collaborative Decision Making (CDM) and International Air Traffic Flow Management (ATFM) discussion forums and exchange programs with other Air Navigation Service Providers (ANSPs), while promoting acceptance of U.S. ATFM technology, procedures and processes. Promote international efforts such as China ATFM and International Civil Aviation Organization (ICAO) involvement. Due September 30, 2016

Activity Target 2:

Support the development of flight data exchange agreements between the FAA and other Air Navigation Service Providers (ANSP) through bilateral meetings as requested. Due September 30, 2016

Internal Work Activity: Support ICAO

Provide support to ICAO North Atlantic/ Economic, Financial and Forecast Group (NAT/EFFG) semi-annually

Activity Target 1:

Provide support to ICAO NAT/EFFG semi-annually by modeling and analyzing international operational and economic data to quantify the impact of aviation on the regional economy and operations. Deliver findings through at least two presentations to ICAO. Due September 30, 2016

Activity Target 2:

Develop new North Atlantic Traffic and Fleet Forecast Due April 1, 2016

Activity Target 3:

Develop equipment and air navigation service provider survey to support space based ADS-B business case for the North Atlantic region. Due September 30, 2016

Activity Target 4:

Research the benefits of predictability, flexibility and barriers to new technology adoption associated with space based ADS-B. Due September 30, 2016

Activity Target 5:

Compile and report on financial key performance indicators for the North Atlantic region. Due September 30, 2016

Internal Work Activity: ATO International Work under the Global Leadership Initiative (GLI)

FAA International Strategy Support Global Harmonization efforts, manage the air traffic strategic vision and supporting initiatives, deliver new strategy and work programs.

Activity Target 1:

Review and refine ATO International activities under the FAA GLI International Strategy. Due September 30, 2016

Activity Target 2:

Lead the ATO efforts under the Data-Informed Prioritization activity under the FAA GLI International Strategy. Due September 30, 2016

Activity Target 3:

Lead ATO efforts on FAA/ ICAO Engagement Task Force Due September 30, 2016

Activity Target 4:

Lead ATO preparation and representation in global forums, such as the International Civil Aviation Organization (ICAO), the Civil Air Navigation Services Organization (CANSO), and the International Air Transport Association (IATA) to establish cross-regional initiatives and ensure US positions, strategies, and initiatives are harmonized and represented. Due September 30, 2016

Activity Target 5:

Lead the ATO engagement on the FAA GLI communications strategy and task force Due September 30, 2016

Internal Work Activity: Support ICAO ATM Security

Meet 95% or greater of API's efforts to support ICAO regarding ICAO's global air traffic management security, civil/military cooperation, crisis response/emergency operations, and other areas as needed.

Activity Target 1:

ATO will provide subject matter expertise support to API's Interagency Group on International Aviation (IGIA) requests. AJR-2 will provide official response on IGIA requests, through API IGIA Office, for ATM or aviation security and civil/military requests Due September 30, 2016

Activity Target 2:

Provide FAA participation in International Civil Aviation Organization (ICAO) ATM security and Civil/Military cooperation related meetings. The participation will consist of invitational attendance at events and meetings and project support when FAA air traffic management (ATM) security and civil/military cooperation subject matter expertise is required. AJR-2 will serve at ICAO and API behest, and represent ICAO in this capacity. Due September 30, 2016

Activity Target 3:

Participate in, and support appropriate ICAO, CANSO and regional forums (including the ICAO Aviation Security [AVSEC] Panel), to strengthen ATM security and operational capabilities. Provide leadership and insight to project FAA support for air traffic management (ATM) security, and civil/military cooperation. In addition, participate in forums that enable harmonization of ATM security issues for FAA NEXTGEN systems with systems of other ANSPs. Provide status/compliance report to Director, AJR-2 monthly. Due September 30, 2016

Activity Target 4:

Work with Lines of Business (LOBs) and API, when requested, to support international visit requests in accordance with FAA policy. Due September 30, 2016

Internal Work Activity: Provide Leadership to Collaborative Decision Making (CDM) process

Ensure airport and airspace capacity are more efficient, predictable, cost-effective and matched to customer needs by providing leadership to Collaborative Decision Making (CDM) processes. Develop tools, guidance and procedures that match system capacity, efficiency and predictability to user

demands while improving access to, and increasing the capacity of the nation's aviation system.

Activity Target 1:

Facilitate provision of operational expertise for Air Traffic Flow Management (ATFM) software development, testing (i.e., Human in the Loop, End to End), Operational Testing & Evaluation (OT&E) simulation and Key Site Acceptance Test (KSAT) through the CDM Steering Group (CSG) process. Due September 30, 2016

Activity Target 2:

Conduct Collaborative Decision Making (CDM) sub-team meetings to ensure CDM projects provide efficient, predictable and cost-effective improvements to the NAS. Due September 30, 2016

Internal Work Initiative: FAA and US Industry Standards, Technologies, and Procedures are accessible

Participate in global aviation partnership initiatives to advocate US best practices, procedures and technologies

Internal Work Activity: RPAS Work with Civil Aviation Authority of Singapore

ATO cooperation with Civil Aviation Authority of Singapore in the field of RPAS

Activity Target 1:

Conduct a regional workshop on RPAS with the Civil Aviation Authority of Singapore (CAAS) Due September 30, 2016

Internal Work Activity: ICAO Communications, Navigation, and Surveillance

ATO participation and promotion of efforts of the ICAO Asia Pacific CNS Subgroup

Activity Target 1:

Participate in the ICAO Asia Pacific Communication, Navigation, Surveillance (CNS) Subgroup. Due September 30, 2016

Internal Work Activity: US China Aviation Cooperation Program

ATO participation and support for the US - China Aviation Cooperation Program

Activity Target 1:

Lead and manage ATO participation in the US - China Aviation Cooperation Program (ACP)

Empower and Innovate with the FAA's People

The Workforce of the Future Strategic Initiative prepares ATO's current and future workforce by identifying, recruiting, and training a workforce with the leadership, technical and functional skills necessary to ensure the U.S. has the world's safest and most productive aviation sector.

ATO participates with the FAA's Strategic Initiatives on Leadership Development, Skills Identification, Skills Development and Attracting Talent collectively address the transformative shift the agency requires to meet the needs of our changing industry. The ATO ensures we have the right employees, with the right skills, in the right place, at the right time, doing the right things.

The ATO prepares its human capital for the future, by identifying, recruiting, and training a workforce with the leadership, technical, and functional skills to ensure the U.S. has the world's safest and most productive aviation sector.

To establish integrated talent management the ATO addresses critical talent issues for the services units, to include regular data analysis to provide options for intervention services, training strategies, and leadership program deliveries. ATO ensures its has the staffing and skill mix to successfully manage NextGen and other major acquisitions by implementing and annually updating FAA's Acquisition Workforce Strategy and training, developing and certifying personnel in key acquisition professions.

In addition, the ATO continues an Environment and Occupational Safety and Health (EOSH) program that ensures the health and safety of all FAA employees by providing compliance with Federal, State, and local regulations and bargaining unit agreements. Through the development and completion of policy guidance, technical assistance, employee training, job hazard assessments, compliance monitoring, and corrective actions, ATO designs and manages national compliance programs that integrate risk management into each level of the ATO infrastructure life cycle from system and facility design, through infrastructure management, to decommissioning.

Strategic Objective: Workforce of the Future

Prepare FAA's Human Capital for mission-critical transformational changes by identifying, recruiting and training a workforce with the leadership, technical and functional skills to ensure the safest and most productive aviation sector.

Strategic Initiative: Attracting Talent

Operate efficient and effective hiring processes and conduct consistent corporate on-boarding.

Strategic Activity: Strategic Workforce Planning

Review the encumbered core compensation positions report from the Federal Payroll and Processing System (FPPS) on a quarterly basis to identify positions which are vacant and/or projected to be vacant within 90 days.

Activity Target 1:

Provide AHR with a Point of Contact(s) (POCs) for identifying the vacant positions. Due November 30, 2015

Activity Target 2:

Review the encumbered core compensation positions report from the Federal Payroll and Processing System (FPPS) on a quarterly basis to provide current and projected vacancies for core compensation positions to AHR. Due September 30, 2016

Internal Work Objective: Workplace of Choice

The FAA is rated in the top 25 percent of places to work in the federal government by employees.

Internal Work Initiative: ATO Strategic Planning

Leads the process for strategic and business planning and integration of the ATO Business Plan with the FAA Strategic Plan. Facilitates the ATO service units' use of goals and performance measures. Coordinates Capital Investment Plan submission to Congress.

Internal Work Activity: ATO Business Planning

Leads the process for strategic and business planning and integration of the ATO Business Plan with the FAA Strategic Plan. Facilitates the ATO service units' use of goals and performance measures. Coordinates Capital Investment Plan submission to Congress.

Activity Target 1:

Deliver Five Year Capital Investment Plan to the Office of the Secretary of Transportation (OST) to forward to Congress. Due March 31, 2016

Activity Target 2:

Continue to refine Community metrics, as needed, facilitate ATO Leadership discussion and

decisions quarterly throughout FY16. Due September 30, 2016

Activity Target 3:

Develop and refine ATO Performance Metrics and Dashboard, as needed to gather the right data to facilitate ATO Leadership discussion and decisions quarterly throughout FY16. Due September 30, 2016

Activity Target 4:

Coordinate closeout of the FY15 ATO Short Term Incentives (STIs). Due December 31, 2015

Activity Target 5:

Development of ATO FY16 Short Term Incentives (STIs). Due December 31, 2015

Activity Target 6:

Coordinate the development of ATO Initiatives to support the Strategic Initiatives Group (SIG). Due October 31, 2015

Activity Target 7:

Collect status and provide support to the Strategic Initiatives Group (SIG) throughout FY16. Due September 30, 2016

Activity Target 8:

Coordinate development of the FY16 ATO Business Plan, specifically for AJG and AJT. Due October 30, 2015

Activity Target 9:

Oversee collection of status on a monthly basis throughout FY16 for AJG and AJT. Due September 30, 2016

Activity Target 10:

Prepare ATO status and represent ATO on Agency Performance Metrics at the Performance Committee meetings throughout FY16. Due September 30, 2016

Internal Work Initiative: NAS Facilities OSHA & Environmental Standards Compliance - F13.03-00

Establish and implement an Environment and Occupational Safety and Health (EOSH) program that ensures the health and safety of all FAA employees by providing compliance with Federal, State, and local regulations and bargaining unit agreements.

Internal Work Activity: OSHA & Environmental Standards Compliance

This program provides comprehensive ATO-wide EOSH management initiatives to meet Occupational Safety and Health Administration (OSHA), and Environmental Protection Agency (EPA) standards, State, and local legal requirements, and collective bargaining agreements. EOSH Services is the lead organization within ATO charged with the protection of employee well-being and the environment. Through the development and completion of policy guidance, technical assistance, employee training, job hazard assessments, compliance monitoring, and corrective actions, EOSH Services designs and manages national compliance programs that integrate risk management into each level of the ATO infrastructure life cycle from system and facility design, through infrastructure management, to decommissioning.

Activity Target 1:

Conduct at least one field review for the hearing conservation program. Due September 30, 2016

Activity Target 2:

Conduct at least one national program review for the recently acquired Occupational Medical Surveillance and Record keeping program, to include development of program Implementing Instructions and Standard Operating Procedures. Due September 30, 2016

Internal Work Activity: Ensure Worker Health and Safety

Ensure worker health and safety at all FAA facilities and sites.

Activity Target 1:

Recognize OSH performance of at least 1 facility, team, and employee. Due September 30, 2016

Activity Target 2:

Communicate OSH awareness via the safety stand down, safety bulletins, safety emergency notices, TechNet, and monthly articles and via features on FAA Communications. Due September 30, 2016

Activity Target 3:

Ensure new ATO employees who work with chemicals take mandatory training of the hazard communication standard to the Globally Harmonized System of Classification and Labeling of Chemicals (HCS/GHS). Due September 30, 2016

Internal Work Activity: Employee Safety STI Focus

Complete OSHA and Environmental Standards Compliance to help ensure employee safety at FAA facilities and sites.

Activity Target 1:

Upgrade 250 fall protection systems on NAS communication, navigation, and radar facilities to comply with OSHA regulations, FAA requirements, and industry standards. Due September 30, 2016
Due September 30, 2016

Activity Target 2:

Conduct a total of 3 arc flash hazard analysis (AFHA) on 1 large facility (e.g., ARTCC, TRACON, or ATCT) in each service area, in compliance with FAA and OSHA requirements and NFPA 70 consensus standard to determine the shock and arc flash required personal protective equipment. Due September 30, 2016
Due September 30, 2016

Activity Target 3:

Continue fire life safety upgrades at ATCTs, which began in FY14. Start 10 fire-life-safety upgrades at other ATCTs. Certify 10 ATCTs as OSHA 1960.20 compliant. Due September 30, 2016

Activity Target 4:

Ensure 100% of all staffed and at least 95% of all unstaffed Air Traffic Organization (ATO) workplaces, as listed in the FAA Workplace Inspection Tool (FAA WIT) database, are inspected as required by FAA policies and Federal regulations. Due September 30, 2016

Activity Target 5:

Improve employee safety by filing abatement plans in the FAA Workplace Inspection Tool (FAA WIT) database for all open ATO workplace safety inspection findings within 30 days of their identification. Due September 30, 2016

Activity Target 6:

Improve employee safety by mitigating all ATO OSH UCR findings as per timelines established by OSHA or by filing abatement plans in the FAA approved UCR database for all open UCR findings within 30 days of their identification. Due September 30, 2016

Internal Work Objective: Hiring Persons with Targeted Disabilities (PWTD)

Support the DOT Strategic Objective to build a capable, diverse, and collaborative workforce of highly-skilled, innovative, and motivated employees by increasing the

hiring of PWTD for eligible positions to 3 percent by 2018. In FY 2016, ACR in collaboration with the FAA LOBs/SOs will ensure that at least 2.33% of all FAA new hires are PWTD.

Internal Work Initiative: Hiring PWTD

The FAA line of businesses and staff offices (LOBs/SOs) will work collaboratively to support the DOT goal to increase the representation of PWTD in the workforce by ensuring that at least 2.33% of all FAA new hires are PWTD. Each year, FAA will increase incrementally the percentage of PWTD hires by .33% per year to reach the 3% DOT hiring goal by 2018.

Internal Work Activity: Hiring PWTD

In FY 16, the Office of Civil Rights in collaboration with the FAA LOBs/SOs will ensure that at least 2.33% of all FAA new hires are PWTD.

Activity Target 1:

The head of each LOB/SO will issue a memorandum (key language will be provided by ACR) directed to their managers promoting the PWTD hiring goal. Due January 31, 2016

Activity Target 2:

Each LOB/SO will report to ACR their total hiring projections for FY 16, and identify the estimated number of PWTD hires required to meet their 2.33% hiring goal. Due April 30, 2016

Activity Target 3:

Managers with hiring authority from each LOB/SO will participate in one consultation session held by the National People with Disabilities Program Manager to establish hiring initiatives. Due June 30, 2016

Internal Work Objective: Alternative Dispute Resolution (ADR)

Encourage the FAA workforce to engage in the ADR process as a method to resolve disputes in the EEO Complaint Process at the lowest possible level to avoid the cost, delay, and unpredictability of the traditional adjudicatory processes.

Internal Work Initiative: ADR Engagement

Encourage workforce to resolve disputes in an amicable way by utilizing the ADR process.

Internal Work Activity: ADR Engagement

ACR, in coordination with the LOBs/SOs, will ensure that 70% of all managers engage in mediation when requested by employees.

Activity Target 1:

Assist Agency effort with ADR engagement by ensuring that 70% of all managers engage in mediation when requested by employees. Due September 30, 2016

Internal Work Objective: EEO/Diversity and Inclusion Action Committee (EAC)

The EAC oversees and supports the FAA efforts to create a diverse and inclusive workplace that ensures equal opportunity for all its employees.

Internal Work Initiative: EAC

In collaboration with the LOBs/SOs, ACR will identify recommendations and strategies regarding EEO and diversity efforts within the FAA workplace.

Internal Work Activity: EAC

Identify recommendations and strategies regarding EEO and diversity efforts within the FAA workplace.

Activity Target 1:

Analyze and present demographic data in comparison to the civilian labor force statistics to the EAC; and identify strategies and actions for improving groups with lower than expected participation rates. Due November 30, 2015

Activity Target 2:

Support Agency efforts to implement and/or revise performance evaluation methods to the managers EEO performance standard. Due September 30, 2016

Activity Target 3:

Identify and track Diversity and Inclusion initiatives through the EAC Workgroups. Due September 30, 2016

Internal Work Objective: Financial and Human Resources Management

Achieve a 90% success rate in the areas of financial management and human resources management: Receive annual Unqualified Audits with no material weaknesses. Maintain the competitive status of all FAA employees within the federal personnel system. Improve the "effective leadership" index score on the OPM

Employee Viewpoint Survey by 8 percent. Improve the "talent management" index score on the OPM Employee Viewpoint Survey by 8 percent.

Internal Work Initiative: AJO/AJV-17: Business Support Group (WA23600000)

The Airspace Business Support Group provides financial, procurement, planning, logistical and personnel support services to the Airspace Services directorate, as requested, while ensuring proper stewardship of allocated resources through internal control programs.

Internal Work Activity: Financial Management

Coordinates Operations (O&M) and Facilities and Equipment (F&E) Appropriations operating budget presentation and execution activities within the service unit, including preparing budget justifications and supporting documents, responding to questions regarding the budget, monitoring execution activities, and coordinating oversight activities.

Activity Target 1:

Deliver monthly financial reports tracking all funds/activities (F&E, O&M, travel, credit card, etc.). Due September 30, 2016

Activity Target 2:

Conduct quarterly budget review meetings with the Director and Management Team. Due September 30, 2016

Internal Work Activity: Business Services

Provide business services for Airspace Services to include, but not limited to, space management, training scheduling and tracking, staffing and HR support, IT support coordination and tracking, and purchase card use and management.

Activity Target 1:

Deliver services on time or ahead of schedule to include, but not limited to, training reports, staffing status, purchase card reconciliation and approval, and space management issues report as needed. Due September 30, 2016

Internal Work Activity: Business Planning

Assist in the coordination of Airspace Services strategic and business plans. Oversee activities in support of the Department of Transportation, Federal Aviation Administration, Service Unit strategic plans.

Activity Target 1:

Submit monthly reporting on time or ahead of schedule for SPIRE Business Plan goals, SPIRE Reporting, and AJV commitment tracking. Due September 30, 2016

Activity Target 2:

Conduct quarterly meetings with Director and Management Team to provide and discuss AJV-I's status in achieving strategic and organizational goals within the specified timeframes outlined in the 2016 business plan. Due September 30, 2016

Internal Work Activity: Contracts Management

Provide support for new and existing acquisitions. Oversee all contracting activities to ensure continuity of operations. Assist in the preparation, review, and evaluation of various contract documents (task orders, statements of work, technical specifications). Prepare impact statements as required. Ensure cost estimates are prepared according to the FAA Work Breakdown Structure (WBS) and established cost/price targets for existing modifications and new contract actions. Coordinate with contracting officers, contracting officer's technical representatives (COTR), and technical specialists to initiate and follow the progress of procurement actions from the work proposal to the execution, invoicing and closure phases.

Activity Target 1:

During the year, monitor existing contracts to ensure adequate funding is provided for current year requirements, make sure invoices are paid within 30 days of receipt of the invoice from either FAA contracting officer or accounting technician, and provide support for new and existing acquisitions. Due September 30, 2016

Activity Target 2:

Conduct quarterly contract review meetings with the Director and Management Team. Due September 30, 2016

Internal Work Activity: Performance Management

Ensure effective employee performance management in accordance with the Human Resource Policy Manual (HRPM), Performance Management 9.1.

Activity Target 1:

Ensure employee current year performance plans (to include individual development plan "IDP") are established and face-to-face performance plan set-up discussions are completed. Due November 30, 2015

Activity Target 2:

Ensure employee mid-year performance summaries are prepared and face-to-face performance feedback discussions are completed. Due April 30, 2016

Activity Target 3:

Ensure employee end-of-year performance summaries are prepared and face-to-face performance plan close-out discussions are completed. Due November 30, 2015

Internal Work Objective: Congressional Correspondence FAA Milestones

Per direction of the Secretary of Transportation, all Congressional letters sent directly to the FAA must be answered within 30 calendar days of entry into the FAA Correspondence Control Management System (CCMS). DOT Congressional letters assigned to the FAA for response must be returned back to the Secretary of Transportation within 5 business days.

Internal Work Initiative: FAA Congressional Correspondence Response

Per direction of the Secretary of Transportation, all Congressional letters sent directly to the FAA must be answered within 30 calendar days of entry into the FAA Correspondence Control System (CCMS).

Internal Work Activity: FAA Congressional Correspondence Response

Per direction of the Secretary of Transportation, all Congressional letters sent directly to the FAA must be answered within 30 calendar days of entry into the FAA Correspondence Control Management System (CCMS).

Activity Target 1:

90% of all Congressional letters sent directly to the FAA must be answered within 30 calendar days of entry into the FAA Correspondence Control Management System (CCMS). Due September 30, 2016

Internal Work Objective: Workforce of the Future Mission Support

Support the FAA in meeting its goals and objectives with a back to basics approach supporting innovative HR

systems; strong, strategic and effective communications through the most valuable resource, PEOPLE.

Internal Work Initiative: HR Core Services

Improve the efficiency, effectiveness and timeliness of HR programs and services in support of the FAA's mission and workforce.

Internal Work Activity: Hiring Efficiency

Complete the selection process within 21 days from the receipt of the referral list for non-bargaining unit employees.

Activity Target 1:

Increase the amount of non-bargaining unit employees selected within 21 days by five (5) percent over the FY2015 baseline. Due September 30, 2016

Internal Work Initiative: Integrated Talent Management

Establish integrated talent management support for the ATO that addresses critical talent issues for the services units, to include regular data analysis to provide options for intervention services, training strategies, and leadership program deliveries. Providing the right skills to the right people at the right time to meet the ATO's future needs.

Internal Work Activity: ATO Real-time, Critical and Evolving Issues

Seamlessly address ATO real-time, critical and evolving issues in the areas of leadership expectations, performance management, employee development, harassment bullying, interest based problem solving, grievances and labor relations, and the ability to deliver shared services.

Activity Target 1:

Establish program metrics and targets to address identified ATO talent management challenge areas. Due May 31, 2016

Activity Target 2:

Establish program priorities with ATO senior leadership. Due March 31, 2016

Activity Target 3:

Establish ATO talent management implementation plan. Due September 30, 2016

Internal Work Initiative: Empower and Innovate with the FAA's People

The ATO Management Services Customer Service Advocate implements the ATO Customer Service Strategy by addressing customer service goals, identify and leverage internal best practices, and assess our Management Service's customer service performance.

Internal Work Activity: Customer Service Goals of Management Services

Provide executive direction and leadership for achieving the customer service goals of the Management Services organization.

Activity Target 1:

Perform the Air Traffic Organization's Management Services Annual Customer Valuation Survey. Due September 30, 2016

Activity Target 2:

Perform the Air Traffic Organization's Management Services Annual Customer Experience Survey. Due September 30, 2016

Activity Target 3:

Provide a year over year assessment of Management Services Customer Service Performance to Management Services Senior Leadership Team. Due September 30, 2016

Internal Work Activity: Internal Best Practices for Customer Experience

Internal Best Practices: Identify and leverage internal best practices from government and industry for customer experience.

Activity Target 1:

Provide customer advocacy services. Track to completion the requests and issues brought to the Customer Service Advocate. Due September 30, 2016

Activity Target 2:

Deliver targeted customer service improvement activities Due September 30, 2016

Internal Work Initiative: FAA Employee Engagement Index score will increase from a 2015 baseline of 63% positive to 70.5% positive by 2018.

FAA Employee Engagement Index score target for FY 2016 is an increase from 63% to 65%.

Internal Work Activity: Increase ATO's Employee Engagement Index from 63% to 65% in FY 2016.

FAA Employee Engagement Index score target for FY 2016 is an increase from 63% to 65%.

Activity Target 1:

Target on identifying tasks to improve intrinsic work experience, supervisor and leadership engagement Due September 30, 2016

Activity Target 2:

Target on reporting results on how intrinsic work experience, supervisor and leadership engagement has improved Due September 30, 2016

Internal Work Objective: Equal Employment Opportunity (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 providing training on EEO laws, FAA policies, and appropriate workplace behavior.

Internal Work Initiative: EEO Training

Increase workforce competency of EEO laws, FAA policies and appropriate workplace behavior through EEO Training.

Internal Work Activity: EEO Training Requirements for FAA Workforce

Increase workforce competency of EEO laws, FAA policies and appropriate workplace behavior.

Activity Target 1:

Monitor and report monthly on the completion of NO FEAR training to ensure 100% completion rate by 09/30/2016. Due September 30, 2016

Activity Target 2:

Ensure that 60% of management complete at least one EEO training course. Due September 30, 2016

Activity Target 3:

Ensure that 10% of employees complete at least one EEO training course. Due September 30, 2016

Internal Work Objective: Enhance Organizational Excellence

In support of the Administrator's Workforce of the Future Strategic Initiative, AFN will capitalize on its integrated shared services model to recruit, build, sustain, and enhance a dedicated, flexible, engaged, knowledgeable and skilled workforce. AFN will build new work environments and provide employee training and tools that equip and empower all AFN employees to better serve the agency. Successful achievement will be demonstrated through successful implementation or execution of initiatives and activities linked to this objective.

Internal Work Initiative: Strong Acquisition Workforce

Ensure FAA has the staffing and skill mix to successfully manage NextGen and other major acquisitions by implementing and annually updating FAA's Acquisition Workforce Strategy and training, developing and certifying personnel in key acquisition professions.

Internal Work Activity: Implement and Annually Update FAA's Acquisition Workforce Strategy

AJM-0 will support AFN in the annual update of the FAA's Acquisition Workforce Strategy before LOB coordination and external publication.

Activity Target 1:

Contribute information to be published in the annual update of FAA's Acquisition Workforce Strategy and coordinate final draft with AJM-0 leadership, once received from AFN. Due September 30, 2016

Internal Work Activity: Train and Certify FAA's Acquisition Workforce

AJM will train, develop, and certify agency personnel in key acquisition professions.

Activity Target 1:

Ninety percent of program managers managing ACAT 1-3 programs and/or major acquisition programs as defined by FAA and OMB Circular A-11 will attain/maintain certification requirements in accordance with AMS policy. Due September 30, 2016

Internal Work Objective: AJO/AJR-11 ATCSCC OPERATIONS GROUP

Provides leadership to the management of all staff and administrative functions for the Air Traffic Control System Command Center (ATCSCC). Executes the mission of the System Operations Directorate by commanding the real-

time management of the National Airspace System (NAS) to ensure safe and efficient use of available airspace, equipment and workforce resources. Leads and provides support to the Office of Commercial Space and Transportation by providing resources to assist with implementation, notification process and procedures for commercial space launches in the NAS while ensuring maximum capacity and efficiency. Provide support to the ATO Program Management Organization for the implementation and operational development to transition to Time Based Flow Management.

Internal Work Initiative: National Airspace System (NAS) Traffic Flow Management (TFM) Training

Provide Traffic Flow Management (TFM) Training and educational briefings to employees, customers and the aviation community in order to enhance operations and service to customers throughout the National Airspace System (NAS).

Internal Work Activity: Traffic Flow Management (TFM) Educational Briefings

Conduct Traffic Flow Management (TFM) educational briefings and tours to educate aviation leaders and stakeholders.

Activity Target 1:

Provide formal Traffic Flow Management (TFM) presentations conducted by upper management officials to enhance agency information exchange and operational awareness. Due September 30, 2016

Activity Target 2:

Conduct Traffic Flow Management (TFM) guided facility tours with briefings to FAA personnel and non-FAA individuals and groups who have an aviation interest and to enhance agency information exchange and operational awareness of the Air Traffic Control System Command Center. Due September 30, 2016

Internal Work Activity: Traffic Flow Management (TFM) Training and Training Materials

Design, develop and update National training and training materials. Conduct ATCSCC and National training courses. These courses and materials are utilized by Systems Operations and Air Traffic Services (ATS) employees, as well as our customers and the entire aviation community.

Activity Target 1:

Annual review to update the Air Traffic Control

System Command Center (ATCSCC) Training Order DCC N3120.1C. Due March 31, 2016

Activity Target 2:

Annual review of new FAA Course 50115 curriculum to include updating current information as necessary. Due September 30, 2016

Activity Target 3:

Review and update the monthly refresher training modules given to Air Traffic Control System Command Center (ATCSCC) personnel in the eLearning Management System (eLMS). Due September 30, 2016

Activity Target 4:

Create Traffic Flow Management (TFM) training refresher material and maintain and enhance the TFM Learning web site. Due September 30, 2016

Activity Target 5:

Create and maintain recurrent National Traffic Flow Management training around Traffic Flow Management System (TFMS), Flight Schedule Monitor (FSM), and National Traffic Management Log (NTML) updates. Due September 30, 2016

Activity Target 6:

Provide Local Facility Training Course #55116 to newly assigned Air Traffic Control System Command Center (ATCSCC) operational employees requiring certification. Provides support to On the Job Training (OJT) teams for development through their Administer the Managers Traffic Flow Management (TFM) course for Air Traffic Facility Managers to educate Traffic Management Officers (TMO) resources and tools used for traffic flow and management in the NAS. Due September 30, 2016

Activity Target 7:

The Training Department will ensure that applicable employees have appropriate access and rights to the Comprehensive Electronic Data Analysis and Reporting (CEDAR). Due September 30, 2016

Internal Work Activity: Implement a collaborative process with employees and union to develop and implement skill enhancement training

Implement a collaborative process with employees and union to develop and implement skill enhancement training that engages our employees and union collaboratively in technical, procedural and airspace changes in their work environment.

Activity Target 1:

Administer Airspace Flow Program (AFP)/Route Manager skill enhancement training in collaboration with the National Air Traffic Controllers Association (NATCA) by March 31, 2015. Administer training to at least 90% of National Operations Manager's (NOMs), National Traffic Management Officers (NTMOs), and Severe Weather National Traffic Management Specialists (SVR WX NTMS) before the 2015 Severe Weather Avoidance Plan (SWAP) season begins. Due March 31, 2016

Activity Target 2:

Administer Flight Schedule Monitor (FSM) skill enhancement training in collaboration with National Air Traffic Controllers Association (NATCA) by March 31, 2015. Administer FSM training to at least 90% of National Operations Manager's (NOMs), National Traffic Management Officers (NTMOs), and the Terminal National Traffic Management Specialists (NTMS) before the 2015 Severe Weather Avoidance Plan (SWAP) season begins. Due March 31, 2016

Activity Target 3:

Prepare, update, and present initial and mandatory refresher Flight Schedule Monitor (FSM) training to Air Traffic Control System Command Center (ATCSCC) operational personnel as needed. Due September 30, 2016

Activity Target 4:

In collaboration with National Air Traffic Controllers Association (NATCA) and Quality Control (QC) Manager, provide National Operations Managers (NOMs) daily operational shift Standups to serve as next-day QC carry forward briefings for all operational personnel. Due September 30, 2016

Internal Work Objective: Customer Satisfaction - ACSI FAA Web Survey

Maintain the annual average of FAA surveys on the American Customer Satisfaction Index (ACSI) at or above the average Federal Regulatory Agency score. Review customer requirements annually and measure customer satisfaction more broadly for FAA service.

Internal Work Initiative: Enable Innovation and Collaboration

Empower FAA employees to build new ideas, participate in conversations about their ideas and the ideas of others through online communities that enable innovation and collaboration.

Internal Work Activity: FAA Idea Challenge - ATO

FAA Idea Challenge.

Activity Target 1:

Lead the development, implementation, review and initial communications of at least one FAA Idea Challenge. Due August 31, 2016

Internal Work Objective: AJI Organizational Intelligence (AJI Business Plan Goal #5)

AJI Business Plan Goal #5: Increase AJI's capacity to mobilize its business acumen (brainpower) and focus it to achieve the AJI mission.

Internal Work Initiative: Increase AJI's Organizational Intelligence

Create efficiencies and improve organizational productivity by addressing the strategic vision, alignment and knowledge components of Organizational Intelligence. Also ensure that employees know what their job is, have clear instructions on how to do it and have the skills to accomplish the organization's mission.

Internal Work Activity: Strategic Vision

Establish an AJI Strategic Framework that articulates AJI's long-term goals and is consistent with AJI's mission statement. Set up an infrastructure that supports a stable and resilient organization.

Activity Target 1:

Confirm and publish AJI's goals for the next 3-5 years. Due October 31, 2015

Activity Target 2:

Publish an AJI Strategic Framework. Due May 31, 2016

Internal Work Activity: Alignment

Build "rules and tools" that support organizational success. Inventory and assess AJI's repeatable business processes and ensure that work instructions exist for all significant processes in AJI. Achieve ISO certification for all Directorates.

Activity Target 1:

Inventory AJI's repeatable technical and system level processes. Due February 29, 2016

Activity Target 2:

Ensure the four nonconformities from the latest audit report are addressed by a Corrective Action Report (CAR). Due August 21, 2016

Activity Target 3:

Complete AJI ISO certification. Due July 30, 2016

Internal Work Activity: Organizational Knowledge

Sharing information, knowledge, and wisdom throughout the AJI workforce by: establishing Employee and Manager Toolkits, implementing a comprehensive onboarding program for new employees developing an AJI Managers' Overview and determining staff training requirements.

Activity Target 1:

Ensure 100% of new employees received onboarding materials within the first month of employment. Due December 30, 2015

Activity Target 2:

Develop an AJI Overview Briefing for Managers to include history, culture, vision, and line of sight. Due January 31, 2016

Activity Target 3:

Build Employee and Manager Toolkits. Due February 29, 2016

Activity Target 4:

Expand the onboarding program to include a new employee survey for non-bargaining unit employees and their Managers. Due February 29, 2016

Internal Work Objective: Transforming Air Traffic Control (ATC) Training (AJI Business Plan Goal #1)

Prepare FAA's human capital for the future, by identifying, recruiting, and training a workforce with the leadership, technical, and functional skills to ensure the U.S. has the world's safest and most productive aviation sector.

Internal Work Initiative: Development & Curriculum Group (AJI-2100)

The Curriculum Team is responsible for developing the design standards for training as well as cataloguing and indexing content for the overall curriculum in Technical Training. The team manages the content repository for all technical training content and regularly evaluates content based on design standards.

Internal Work Activity: Training Development Team

Expanding technology for training development by fulfilling requirements of operational stakeholders, instructional design, media selection, curriculum fulfillment and course validation.

Activity Target 1:

Maintain contractor development cost for courseware projects within 15% (+/-) variance to be reported twice a month in conjunction with the project status report. Due September 30, 2016

Activity Target 2:

Deliver courseware within 15% (+/-) schedule variance. Due September 30, 2016

Internal Work Activity: Curriculum Architecture Team

The Curriculum Team is responsible for developing the design standards for training as well as cataloguing and indexing content for the overall curriculum in Technical Training. The team manages the content repository for all technical training content and regularly evaluates content based on design standards.

Activity Target 1:

Establish a standardized training course evaluation process and conduct evaluations on 8-10 of the courses recommended in FY 2015. Due July 31, 2016

Activity Target 2:

Survey segments of operational ATC population to update job task training data. Due April 15, 2016

Activity Target 3:

Develop a plan for maintenance and use of the Curriculum Catalog by January 31, 2016. Implementation of Curriculum Catalog Plan. Due September 30, 2016

Internal Work Activity: Curriculum Maintenance Team

AJI-2150 Curriculum Maintenance Team will perform maintenance to the identified AJI-courseware that is considered administrative or minor in nature. This maintenance will be driven by procedural or equipment changes in the ATC and ATSS working environment that are not considered to have a significant impact on day-to-day job task performed; does not change and/or impact the current delivery method and does not change/impact the curriculum (e.g., increase/decrease the objectives) by ten (10) percent. In addition, The Team will re-build the required Authorware Computer Based Instructions (CBIs) into a format which enables the content to be

launched in the FAA's electronic Learning Management System (eLMS).

Activity Target 1:

Inventory the top ATC and Aviation Technical System Specialist (ATSS) Authorware CBIs identified by AJI-2300. Identify and document the number of scenes, interactivity level, source code available, length and usage of each CBI. Due October 30, 2015

Activity Target 2:

Identify and prioritize the top 10 ATC and ATSS Authorware Computer Based Instructions (CBI) or Electronic Learning (eLearning) modules that need to be re-built in HTML5. Due November 27, 2015

Activity Target 3:

Re-build or revise Top 10 Technical Training Authorware Courses in HTML 5, not to exceed 100 hours. Due September 1, 2016

Internal Work Initiative: Planning and Tools Group (AJI-2200)

Ensure seamless support of the Curriculum and Technology Group and Technical Training Requirements Group, through effective business processes, knowledge management, contract support and analytical products to ensure the lowest cost, in the required timeframe and with a focus on the internal customers.

Internal Work Activity: Planning & Analytics (AJI-2210)

Ensure seamless support to the Development & Curriculum Group and Policy & Requirements Group, through effective business processes, knowledge management, contract support and analytical products.

Activity Target 1:

Develop and publish version two of the Technical Training Strategy (Roadmap). Due March 31, 2016

Activity Target 2:

Identify workflows and develop Standard Operating Processes (SOP) that integrate ISO QMS standards, and facilitate ISO audit and certification of select AJI-2 processes to be added to AJI's ISO certificate. Due May 31, 2016

Activity Target 3:

Implement and maintain the ATO Technical Training (AJI-2's) Quality Management System (QMS) by conducting International Organization of

Standardization (ISO) training and workflow development training for AJI-2 team members. Due May 31, 2016

Activity Target 4:

Advance the establishment of the Learning Content Management System (LCMS) by conducting four (4) Course Developer Classes (ten (10) students per class), adding 40 personnel using the LCMS Software and importing ten (10) existing classes into the database. Due September 30, 2016

Activity Target 5:

Develop and maintain a project status reporting tool for ATO Technical Training (AJI-2) and track organizational effectiveness through the establishment and reporting of program management metrics. Due September 30, 2016

Internal Work Activity: Training Technology (AJI 2230)

Training Technologies (AJI-223) plans to ensure the FAA Academy and all air traffic control facilities have the appropriate technological tools and capabilities to effectively meet their training requirements and training needs. These technologies will support the Directorate of Technical Training (AJI-2) and enable the FAA to achieve its mission to provide the safest, most efficient airspace system in the world.

Activity Target 1:

Finalize Training Technology Program strategy. Due March 31, 2016

Activity Target 2:

Complete program review of SimFast radar simulation product. Due March 31, 2016

Activity Target 3:

Complete acquisition milestones for TSS equipment refresh. Complete Investment Analysis Readiness Decision (IARD) November 18, 2015. Release Screening Information Request (SIR) June 2016. Complete Technical Evaluation. Due September 30, 2016

Internal Work Activity: Contracts Team

AJI 2220 provides support to acquire services and products for delivering technical training to over 500 facilities nationwide for both Air Traffic Controllers (ATC) and Technical Operations (TO) personnel and develop beneficial business relationships between AJI and its contractors.

Activity Target 1:

Develop an AJI-2 Contracting Acquisition Strategy and Planning document. Due January 31, 2016

Activity Target 2:

Complete draft (AJI-2) Acquisition Strategy and Planning document. Due April 30, 2016

Activity Target 3:

Finalize (AJI-2) Acquisition Strategy and Planning document. Due September 30, 2016

Internal Work Initiative: Policy & Requirements Group (AJI-2300)

Responsible for the administration and oversight of Air Traffic Technical Training, and Technical Operations Training, to include identification of policies and requirements in support of the National Airspace System. Coordinates activities with other Group Managers within Safety and Technical Training, and with the Director, Technical Training. Identifies resources, policies, and requirements needed to maintain or improve training programs and products. Ensures delivery of milestones per the annual business plan. Provides training and leadership development activities and opportunities for staff.

Internal Work Activity: Training Initiatives Team

Provide outstanding leadership and services by facilitating the development, implementation, and tracking of technical training and Independent Review Panel (IRP) improvement initiatives to support the FAA in providing the safest, most efficient aerospace system in the world.

Activity Target 1:

Establish the FAA Center of Excellence for Technical Training and Human Performance. Due July 31, 2016

Activity Target 2:

Acquire Aviation Rulemaking Advisory Committee (ARAC) recommendation for transformation of Air Traffic Control Specialist (ATCS) initial training. Due September 30, 2016

Internal Work Activity: Air Traffic Services & Requirements Team

Responsible to administer JO 3120.4, Air Traffic Technical Training. Responsible to conduct staff research responsive to internal and external requests for training information. Coordinates with lines of business to foresee and to satisfy training needs, in order to maintain a proficient air traffic controller and traffic management coordinator workforce.

Coordinates with Management Services Labor Relations office for the release of bargaining unit subject matter experts to participate in collaborative training development projects. Maintains robust communications with training counterparts at Academy, lines of business, and affected bargaining units. Satisfies milestones in the annual business plan. Provides leadership on collaborative training development workgroups, to ensure milestones and deliverables are timely met.

Activity Target 1:

Conduct review of Order 3120.4P, with stakeholder participation. Due June 1, 2016

Activity Target 2:

Issue Change 1 to Order 3120.4P to reflect policy or organizational updates. Due July 1, 2016

Activity Target 3:

Conduct in-depth content review of 25% of all Computer Based Instruction courses, to identify those courses that need to be either archived, maintained, or redesigned. Due August 1, 2016

Activity Target 4:

Develop and maintain standard operating procedures for Air Traffic Services and Requirements. Due September 30, 2016

Internal Work Activity: Recurrent Training- Air Traffic Programs Team

Responsible to administer selected, high profile training programs, as deemed necessary for individual attention and staffing. These programs may include, but are not limited to: Flight Deck Training, Recurrent Training, TOP 5 training initiatives, and Training Quota Management. Responsible to conduct staff research, and to craft and elevate policy recommendations necessary for program administration. Satisfies milestones in the annual business plan. Provides leadership on collaborative training development workgroups, to ensure milestones and deliverables are timely met.

Activity Target 1:

Develop two Web-Based Recurrent training packages. Due July 30, 2016

Activity Target 2:

Develop two Instructor-Led Recurrent Training packages. Due July 30, 2016

Activity Target 3:

Implement a Fully Functional Automated Flight Deck Training Program. Due June 30, 2016

Internal Work Activity: Technical Operations Training Policy & Requirements

Develop and manage processes to determine technical training requirements for the workforce. Identify, coordinate, develop and confirm needs and requirements.

Activity Target 1:

Draft Rewrite FAA Order 3000.57. Due April 15, 2016

Activity Target 2:

Respond to received comments on FAA Order 3000.57. Due August 20, 2016

Internal Work Initiative: Air Traffic Training Support Group (AJI-2400)

The Training Support Group is responsible to deliver an integrated training database that allows for the tracking, storage, and reporting of all Air Traffic Controllers' personnel and training data, from application to separation date. This includes the following activities: Single authoritative source of data for controllers' personnel and training data, Substantial reductions in redundancy among data management and reporting systems, Ability to leverage enterprise (i.e., agency-wide) data management and reporting systems that are centrally managed and maintained and increased security and reliability of the data management and reporting systems and the training data captured

Internal Work Activity: Controller Training Contract (CTC)

Responsible for the management of the Controller Training Contract (CTC) and the delivery of contract training services.

Activity Target 1:

Implement Controller Training Contract (CTC) at the Mike Monroney Aeronautical Center (MMAC) to provide support for 1300 new students and the required specialized classes. Due December 1, 2015

Activity Target 2:

Support the integration of National Training Database (NTD) and TRAX into the Comprehensive Electronic Data Analysis and Reporting (CEDAR). Requirements and Statement of Work documents to be completed. Due December 31, 2015

Activity Target 3:

Establish Tableau-based dashboards for field training performance and the use of simulators in

support of the COO's business acumen initiative. Due December 30, 2015

Activity Target 4:

Establish continuous help desk support to maintain user access controls, answer user functional and technical questions, and resolve any technical user issues. . Due March 31, 2016

Activity Target 5:

Identify modular transitions to CEDAR by December 31, 2015. Begin modular implementation. Due August 30, 2016

Activity Target 6:

Add functionality to the Controller Training Contract Requirements Tool to include the ability to gather requirements and improve distribution of resources. Due September 30, 2016