



Safety

Oversee and operate the safest aerospace system in the world, all with a culture of continuous improvement

Systemic Safety Approach

Mitigate risks and encourage infrastructure and behavior change by using a data-driven systemic safety approach to identify risks, enhance standards and programs, and evaluate effectiveness.

Initiative: System Service Reviews (SSR) in support of Hazard Risk Mitigation

Conduct System Service Reviews (SSR) in support of Hazard Risk Mitigation.

Activity: AJT-W support of Hazard Risk Mitigation with the completion of System Service Reviews (SSR)

AJT-W will partner with AJW-W in support of Hazard Risk Mitigation with the completion of System Service Reviews.

Target: System Service Reviews (SSR)

Conduct joint System Service Reviews (SSR) with Technical Operations for events causing system outages that impact air traffic operations or result in system delays.

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.

Activity: Investment Analysis for Aerospace Medicine Safety Information System, A35.01-01

Aerospace Medicine Safety Information System (AMSIS) system development activities to support progress toward implementation milestones.

Target: Complete Aerospace Medicine Safety Information System (AMSIS) Phase 1 (P1) re-plan and re-baseline briefing presentation.

Complete Aerospace Medicine Safety Information System (AMSIS) Phase 1 (P1) re-plan and re-baseline briefing presentation.

Initiative: System Approach for Safety Oversight (SASO)

The SASO Program is a multi-phase effort that transforms FAA Flight Standards Service (FS) and aviation industry business processes to a national standard of system safety based upon International Civil Aviation Organization (ICAO) Safety Management System (SMS) principles. Phase 1, a planning and engineering phase, tested system safety concepts, specifically with respect to the air carrier industry. Phase 2 implemented the Safety Assurance System (SAS), a risk-based decision making tool incorporating system safety principles to assist in regulatory oversight responsibilities of the aviation industry. Phase 3 expands the SAS functional capabilities by adding Activity Recording (replacing PTRS for all 14 CFR parts) and Office Workload List (OWL), a workload management tool; develops the Risk Assessment Profile Tool used to quantify safety risk and assist in prioritizing oversight; automates the application process; implements coordination in oversight of repair stations; extends safety oversight of 14 CFR parts 141, 142, and 147 schools; and includes industry outreach and familiarization efforts to more fully synchronize FS and industry in understanding system safety.

Activity: Deploy System Approach for Safety Oversight (SASO), A25.02-02

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

Target: System Approach for Safety Oversight (SASO) Phase 3 - Key Site Initial Operational Capability (IOC).

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Target: Complete System Approach for Safety Oversight (SASO) Phase 4 Implementation Strategy and Planning Document (ISPD).

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Target: System Approach for Safety Oversight (SASO) Phase 3 - First Production Site Initial Operational Capability (IOC).

System Approach for Safety Oversight (SASO) Phase 3 - First Production Site Initial Operational Capability (IOC).

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.

Activity: Operational Analysis and Reporting System (OARS), M08.32-03

Provide program management support for the OARS program.

Target: Operational Analysis and Reporting System (OARS) Phase 1 - Contract Award.

Operational Analysis and Reporting System (OARS) Phase 1 - Contract Award.

Target: Operational Analysis and Reporting System (OARS) Phase 1 - System Design Review Completed.

Operational Analysis and Reporting System (OARS) Phase 1 - System Design Review Completed.

Initiative: Logistics Center Support System (LCSS)

The Logistics Center Support System (LCSS) is a mission support IT procurement that re-engineers and automates the FAA's logistics management processes. The program modernizes the FAA's supply chain management by replacing the 20-year old Logistics and Inventory System (LIS).

Activity: Logistics Center Support System (LCSS), M21.04-01

Logistics Center Support System (LCSS)

Target: Transition Logistics Center Support System (LCSS) IFS platform from on-premise to off-premise (Cloud).

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Target: Logistics Center Support System (LCSS) - Conduct a successful ANG validation for F&E Project Material Management (PMM).

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Target: For all Logistics Center Support System (LCSS) system demonstrations (one per quarter), achieve at least an 85% predictability rate of program increment objectives over the course of FY21.

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Initiative: N12.01-08: Augmentations for GPS Wide Area Augmentation System (WAAS)

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. During Phase 4B, the WAAS Program Office will continue to support GPS civil technical oversight efforts. The GPS technical oversight ensures changes the DoD makes to the GPS constellation does not impact the FAAs WAAS and GPS based aviation users. Lastly, the program coordinates to ensure Localizer Performance with Vertical Guidance (LPV)/Localizer Performance (LP) procedures are available at 5,218 runways in the NAS.

Activity: Augmentations for GPS Wide Area Augmentation System (WAAS) Phase 4B

Augmentations for GPS Wide Augmentation System (WAAS) 4B

Target: WAAS Phase 4B -Release 6 (TSS) and (O&M) Fielding

Complete the deployment of Release 6 to correct O&M, test support software anomalies and enable critical message logging capabilities.

Target: AJW-14B Operations Support to WAAS for Phase 4B -Release 6 (TSS) and (O&M) Validation Testing

Complete the Installation of software modifications in support of WAAS completing the deployment of Release 6 to correct O&M, test support software anomalies and enable critical message logging capabilities.

Activity: Develop and Publish WAAS Localizer Performance with Vertical Guidance/Localizer Performance (LPV/LP) Approach Procedures.

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. The FY2021 National Goal is ten (10).

Target: AJV-A Aeronautical Information Services Support to WAAS LPV /LP Procedures

Aeronautical Information Services will design, develop and publish 10 WAAS LPV/LP procedures.

Target: AJM-321 Satellite Navigation WAAS LPV/LP Approach Procedures

Develop and publish 10 WAAS Localizer Performance with Vertical Guidance/Localizer Performance (LPV/LP) approach procedures.

Initiative: Visual NavAids - Approach Lighting Systems (ALS)

The Approach Lighting System Safety Enhancement Program upgrades 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 rigid 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 MALSR provides visual information on runway alignment, height perception, roll guidance, horizontal references for Category I Precision, and Special Authorization Category II Approaches.

Activity: Medium Intensity Approach Lighting System (MALSR) Procurement and Replacement

Complete MALSR procurement and replacement projects

Target: Complete Medium Intensity Approach Lighting System (MALSR) replacement.

Complete Medium Intensity Approach Lighting System (MALSR) replacement at one (1) location.

Initiative: Visual NavAids for New Qualifiers (VNNQ)

These lighting systems facilitate the transition from cockpit instruments to external visual references during the final landing phase. Different categories and types of approaches require different visual NavAids equipment. This program supports the procurement, installation, and commissioning of PAPI systems and Runway End Identifier Lights (REIL) systems. The 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. PAPI consists of four lamp housing assemblies arranged perpendicular to the edge of the runway. 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 are above or below it. A REIL is a visual aid that provides the pilot with a rapid and positive identification of the runway end in use during approach. 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.

Activity: Visual NavAids for New Qualifiers (VNNQ)

Procure and Install Precision Approach Path Indicator (PAPI) Systems.

Target: Procure Precision Approach Path Indicator (PAPI) systems.

Procure three (3) Precision Approach Path Indicators (PAPI) systems for newly established locations.

Target: Install Precision Approach Path Indicator (PAPI) systems.

Install one (1) Precision Approach Path Indicator (PAPI) system for newly established location.

Initiative: Wind Shear Detection Services (WSDS)

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.

Activity: Wind Shear Detection Service (WSDS) - Sustainment 2

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.

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

Complete Investment Analysis Readiness Decision (IARD)

Initiative: Aeronautical Information Management (AIM)

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.

Activity: AIMM E1 System Specification Document

AIMM E1 SSD will generate a detailed specification document for the E1 program covering East, FNS, USNS and ACS.

Target: AIMM E1 System Specification Document (SSD)

Deliver Final AIMM E1 SSD to stakeholders for review

Activity: NASR

NASR is FAA's repository for NAS aeronautical data, including Airspace resources and FAA facilities. It provides access to AIXM and text versions of aeronautical data subscriptions along with daily reports on updates to users.

Target: NASR Static SAA 1.0

Release Static SAA 1.0 to production in support of ACS deployment

Target: NASR 9.0.6

Release NASR Software version 9.0.6 to production in support of ACS deployment

Target: NASR 9.2

Complete Development and Test of NASR Software version 9.2 to address bug fixes

Target: NASR Author NASR CM plan

Author a NASR CM plan to document stakeholder Roles & Responsibilities to address POAM issues and prepare for MyAccess integration

Target: NASR Privacy Threshold Assessment (PTA)

Complete documentation in order for ATO Cybersecurity Group to execute the PTA for NASR

Target: NASR 9.3

Complete Development and Test of NASR Software version 9.3 to address bug fixes and product improvements

Activity: Federal NOTAM System (FNS) publishes Notices to Airmen (NOTAMs)

The Federal NOTAM System (FNS) publishes Notices to Airmen (NOTAMs), which provide pilots, operators and aircrews with essential information involving the abnormal status of a component of the National Airspace System (NAS). Many components within the FNS/USNS system are running on old hardware and improvements in the system architecture are needed.

Target: SDD for FNS/ESP

Deliver Draft SDD for FNS/IESP to stakeholders for review (System: FNS IESP, M&T)

Target: Tech Refresh Architecture and Plan

Deliver Final FNS Tech Refresh architecture and plan for review (System: FNS IESP, M&T)

Target: PMO Priority -FNS Modernization

Develop Final NOTAM Modernization Plan to include the technical approach, acquisition strategy, and funding requirements to complete the full scope of changes required by the 2018 Reauthorization Act and aviation stakeholders. The major elements of the plan will provide system enhancements to the Federal NOTAM System (FNS) to include transition to the IESP, migration of the legacy NOTAM system (USNS) to FNS, implementation of ICAO standards, and external user access to digital NOTAMS and integrated aeronautical information.

Activity: PilotWeb User Removal

The FAA Reauthorization Act 394 (H.R. 302, 2018) required the FAA to provide a single, public internet-accessible human readable website for NOTAMs. Human users accessing the legacy PilotWeb website are now redirected to the NOTAM Search website. A limited set of external users' systems were granted temporary access to PilotWeb in order to transition their automation to other FAA interfaces. This access needs to be removed.

Target: External PilotWeb User Removal

Remove 90% or more of all external PilotWeb (PW) users. There are currently 20 organizations on the PW whitelist.

Activity: Unrestricted AIDAP User Access Removal

Another part of the FAA Reauthorization Act 394 requires the FAA to provide a single, public machine-readable interface for NOTAMs. Currently, external users are transitioning their systems from using the legacy AIDAP interface (Aeronautical Interface Data Access Portal) to the FAA's System-Wide Information Management (SWIM) interface. After 31-Mar-2021, users will only have access to AIDAP in the event of a service outage of the NOTAM portion of SWIM.

Target: Unrestricted AIDAP External User Access Removal

Remove at least 90% or more unrestricted AIDAP access to all external users. Note, there were just under 220 AIDAP users (218) at the beginning of this year, and many have already been disconnected.

Activity: OE/AAA

The Obstruction Evaluation/Airport Airspace Analysis evaluates all structures that may affect the national airspace system for the safety and efficient use of the navigable airspace.

Target: OE/AAA Software Mapping Tool Upgrade

Upgrade OE/AAA software mapping tools from proprietary GIS visualization software components to open-source GIS visualization software components and eliminate Java and browser specific dependencies

Target: OE/AAA External Website Modernization

Modernize the OE/AAA External website

Target: Data Collection 2120-0001 and 2120-0036

Improve FAA data collection of obstacle information from respondents to OMB approved collections 2120-0001 and 2120-0036

Initiative: Runway Safety Area - Navigation Mitigation

Runway Safety Area (RSA) Sustainment 2 program will correct FAA-owned facilities and equipment (F&E) that are not in compliance with RSA Standards defined in the Advisory Circular 150/5300-13A and not part of the RSA Phase I effort. The scope of the work to satisfy the language of Title 14 Code of Federal Regulations (CFR) Part 139 (Certification of Airports) will range from the installation of frangible connections on identified structures to the relocation of facilities within and outside the RSA.

Activity: Runway Safety Area (RSA) Navigation Mitigation Phase II

Where practical, upgrade Runway Safety Areas to meet standards.

Target: Initiate Runway Safety Area (RSA) Navigation Mitigation Phase II

Initiate four (4) RSA projects.

Target: Complete Runway Safety Area (RSA) Navigation Mitigation Phase II projects.

Complete seven (7) RSA projects.

Initiative: Common Support Services Weather (Css-Wx)

Common Support Services - Weather (CSS-Wx) will be the single source of FAA weather information and establishes enterprise level common support services within the National Airspace System (NAS). CSS-Wx Improves weather information management and user access; provide new interface standards and formats.

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Target: CSS-Wx

Complete CSS-Wx Candidate Release Test (CRT)

Initiative: Next Generation Weather Processor (NWP)

NextGen Weather Processor (NWP) Work Package 1 Increases NAS efficiency and safety by improving weather product generation, translation, and display for aviation weather users

Activity: NextGen Weather Processor (NWP) Work Package 1

NextGen Weather Processor (NWP) Work Package 1 Increases NAS efficiency and safety by improving weather product generation, translation, and display for aviation weather users

Target: NextGen Weather Processor (NWP) Work Package 1

Complete NWP Candidate Release Test (CRT)

Initiative: Top 5

A quantifiable list of hazards that contribute to the highest risk in the national airspace system. It is the culmination of the ATOs proactive safety management activities valuing input from the frontline employees, deploying technology to gather data, improving analysis to identify risk and embracing correction to implement risk mitigations.

Activity: Top 5 CAP Implementation Through Collaboration Across the ATO

Implement approved mitigation activities in association with ATO's Top Five (5) identified trending safety issues in the National Airspace System (NAS).

Target: Track Corrective Action Completion

Collaborate with stakeholders to track the completion of activities identified for all ATO Top 5 corrective actions including the new Top 5 issue, NOTAM distribution and provide a monthly status update for stakeholders.

Target: Monitor Top 5 Issues

Monitor safety data behind the Top 5 identified trending safety issues quarterly to compare against their safety performance targets and make recommendations on potential closeout of the safety issue.

Target: Top 5 CAP Implementation Through Collaboration Across the ATO

Implement 85% of approved mitigation activities in association with ATO's Top Five (5) identified trending safety issues in the National Airspace System (NAS).

Activity: CAP Development

Facilitate the collaborative development/approval of activities to be completed in future fiscal years.

Target: Influence and Prepare Stakeholders while Defining CAP Activities for Inclusion in the CAP Document

Develop a draft CAP document and initiate approval of the updated plans, which define activities for mitigating the Top 5 upcoming fiscal year.

Activity: Support for ATO Top 5

Support the completion of approved activities to address the top five (5) identified trending safety issues in the NAS and the development/approval of activities to be completed in future fiscal years.

Target: AJM-2 Support for Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJM-2 Support for Top 5

Participate as needed in drafting and approval of Corrective Action Plan documents, which will define activities to be implemented in future fiscal years.

Target: AJR-B Support for Top 5

Assess electronic feedback mechanism on FAA weather camera website and evaluate for effective communication regarding PIREPs.

Target: AJR-B Support for Top 5

Assess electronic feedback mechanism on Leidos Flight Service web portal and evaluate for effective communication regarding PIREPs.

Target: AJT-2 Support for the ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJT-2 Support for the ATO Top 5

Participate as needed in drafting and approval of Corrective Action Plan documents, which will define activities to be implemented in future fiscal years.

Target: AJT-E Support for the ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJW-1 Support for the ATO Top 5

Ensure the implementation of the National NOTAM Review Tool (NNRT) upgrades in support identifying of Facility, Service, and Equipment Profile / National Airspace System Resource (FSEP/NASR) discrepancies.

Target: AJT-C Support for ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJT-W Support for the ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJM-4 Support for the ATO Top 5

ADS-B Enhancements – Achieve Final Investment Decision (FID).

Target: AJV-P Support for ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJV-P Support for ATO Top 5

Participate as needed in drafting and approval of Corrective Action Plan documents, which will define activities to be implemented in future fiscal years.

Target: AJV-A Support for ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJV-A Support for ATO Top 5

Participate as needed in drafting and approval of Corrective Action Plan documents, which will define activities to be implemented in future fiscal years.

Target: AJM-3 Support for the ATO Top 5

Implement/complete as needed, approved corrective action and monitoring plan activities to address the top five (5) identified trending safety issues in the NAS.

Target: AJM-3 Support for the ATO Top 5

Participate as needed in drafting and approval of Corrective Action Plan documents, which will define activities to be implemented in future fiscal years.

Initiative: Surface Safety Risk Reduction

AJI will utilize the surface safety metric to: Establish consensus among Runway Safety stakeholders on a policy to assess and quantify the risk in runway safety events. Address precursors, as well as latent risks by proactively providing event trend summaries and best practices to the field.

Activity: Runway Safety Council

Leverage the Runway Safety Council to lead the monitoring of the effectiveness of the FAA's National Runway Safety Program in managing risk in commercial and non-commercial flight operations, air traffic operations, and vehicle operations. In FY 2021, there will be additional focus on the effect of human factors and performance.

Target: Manage Commercial Surface Safety Risk Index

Commercial Surface Safety Risk Index: Manage the weighted surface safety risk index at or below 0.35 per million airport operations for commercial aviation.

Target: Manage Non-Commercial Surface Safety Risk Index

Non-Commercial Surface Safety Risk Index: Manage the weighted surface safety risk index at or below 0.60 per million airport operations for non-commercial aviation.

Activity: Runway Safety Action Teams (RSAT)

Enhance the product from Runway Safety Action Team's (RSAT) by ensuring each team meets, or exceeds, the requirements.

Target: Conduct RSAT Using the Workflow Tool.

Conduct 1 Runway Safety Action Team (RSAT) meetings using the RSAT workflow tool throughout the NAS.

Target: Reduce the Risk of Surface Events by Implementing Improvements and Mitigations

Conduct 9 Special Focus RSAT meetings at airports with elevated rates of wrong surface and runway incursions, monitor the effectiveness of the RSAT by tracking Runway Incursion rates and wrong surface operations, and develop best practices and propose mitigations to help reduce the rate at specified airports.

Activity: Runway Safety DOT Enterprise Risk Management (ERM)

The FAA runway safety strategy includes training, education, and awareness initiatives via structured programs, refresher courses, printed materials, electronic materials, trade and industry journal articles to maintain runway safety as a top-of-mind priority for pilots, air traffic controllers, and airport personnel. Proper airport geometry design and technological initiatives also offer tremendous promise for the improvement of runway safety and include such devices as runway status lights and cockpit moving map displays. Finally, enhancements to air traffic procedures, phraseology and systems provide controllers with better tools to keep aircraft safely separated on runways and taxiways.

Target: "Planned" Risk Response for Runway Safety DOT/ERM

The Runway Safety Group will continue enhancement of the FAA's strategic activities, programs, and objectives associated with achieving the agency's runway safety goals through the ongoing development and implementation of the National Runway Safety Plan.

Target: Reduce the Risk of Surface Events by Increasing Situational Awareness through Outreach and Education

The Runway Safety Group, in collaboration with the Office of Communications will develop, distribute and promote through social media 10 "From the Flight Deck" series videos (combination of airport specific and single subject videos).

Activity: AJT-2 Support of Runway Safety Technology Program Management Integration.

In FY21, AJT-2 will support AJI in integrating Program Management of Runway Safety technologies, Speech Recognition and Memory Aid Research in the Runway Incursion Prevention Situational Awareness (RIPSA) activities.

Target: AJT-2 Support of Runway Safety Technology Program Management Integration

AJT SME will support NextGen's final technical requirements for solicitation and acquisition of "right-site-right-size" technologies, by providing input on the best system to deploy for Runway Incursion Prevention through Situational Awareness (RIPSA).

Target: AJT-2 Support of Runway Safety Technology Program Management Integration

AJT SME will support NextGen's Final Program Plan for "right-site-right-size" by assisting in the development of the Runway Incursion Prevention through Situational Awareness (RIPSA) implementation Plan.

Initiative: Risk-Based Management

Perform activities to facilitate conversion from a compliance based to a risk based management system.

Activity: Identify and Assess ATO safety Priorities

Deliver a portfolio of ATO safety priorities; Deliver a National Audit and Assessment Strategy based on the Safety Portfolio, and Conduct Prioritized National Safety Assessment.

Target: Identify and Document

Identify and document the ATO Safety priorities and consensus based descriptions, data, and mitigation activities.

Target: Develop a Plan

Develop a National Audit and Assessment Plan based on the Safety Portfolio. The plan will include the objectives, facilities, audit & assessment methods, and tasks for the activity.

Target: Deliver Final Report

Deliver final report of National Safety Assessment based on results of the National Audit and Assessment Plan.

Activity: Transform Quality Assurance Analysis

Transform Quality Assurance analysis of airborne automated safety reports from a compliance-based approach to a risk based approach.

Target: IFR/IFR Encounters

Regularly evaluate IFR/IFR airborne encounters for potential risk and identify candidates for more in-depth analysis using Barrier Analysis Review (BAR) and/or Combined Safety Barrier Review CSBR).

Target: IFR/VFR Encounters

Regularly evaluate IFR/VFR airborne encounters for potential risk and identify candidates for more in-depth analysis using Barrier Analysis Review (BAR) and/or Combined Safety Barrier Review CSBR).

Target: VFR/VFR Encounters

Regularly evaluate VFR/VFR airborne encounters for potential risk and identify candidates for more in-depth analysis using Barrier Analysis Review (BAR) and/or Combined Safety Barrier Review CSBR).

Activity: Evolve Quality Assurance Analysis

Evolve Quality Assurance analysis through development of automated safety reports for surface and terrain/obstruction risks to facilitate a risk-based approach.

Target: Surface Risk Detection

Complete development of surface risk detection algorithm in preparation for implementation.

Target: Surface Algorithm Implementation Activities

Complete implementation activities associated with ARIA surface algorithm.

Target: Terrain/Obstruction Risk Detection

Complete validation of terrain/obstruction risk detection algorithm with Quality Assurance Subject Matter Experts (SMEs).

Activity: Expand knowledge of Voluntary Safety Reporting Programs (VSRP)

Increase safety reporting in VSRP by 5% by expanding safety knowledge of the TSAP and ATSAP programs. This will include safety promotions, participation at the FAA Academy, Tech Ops new hire training, thereby improving the understanding of the programs purpose and use.

Target: Deploy ATSAP 2.0

Successfully meet the VSRP programs deployment, promotions and use by April 2021.

Target: Deploy Revised T-SAP Automation

Final and full use of TSAP 2.0. Increase of TSAP safety reporting and field personnel program knowledge, benefits and rights to ensure more active participation.

Target: Deploy T-SAP Executive Support Promotional Material

Create and deploy TSAP Executive promotional video(s) and materials for NAS Tech Ops eligible personnel, to increase field awareness and show VSRP program Executive support.

Initiative: Advanced Data Systems and Analytics

Identification of hidden aviation risk by creating a better understanding and application of available aviation data. Laying the foundation for machine learning and artificial intelligence to become a smarter organization.

Activity: Advanced Analytics

Develop advanced analytics to support effective risk management.

Target: Deploy Safety Metrics

Through collaboration with stakeholders, deploy the Airborne Safety Metric, including data from ARIA, to Enterprise Information Management (EIM) production.

Target: Evaluate and Refine Safety Metrics

Evaluate the requirements to refine the Surface Safety Metric (SSM) so that fatality risk is treated consistently across airborne and surface environments.

Target: NAS Safety Performance

Collaborate with independent research organization to document the existing safety performance of the NAS to inform future adjustments/refinements of the ATO and other Lines of Business Target Level of Safety (TLS).

Target: Analyze and Quantify New Procedures

Conduct analysis to quantify new mitigation and contingency procedures to replace existing operational restrictions of ALR and publish findings to applicable stakeholders.

Target: Conduct Machine Learning

Document machine-learning models to detect various types of events by leveraging MITRE KPIs and operational data.

Activity: Refine and Implement Analytics Tools

Refine and implement data and analytics tools to support new entrants effective risk management.

Target: Provide Accessible Metrics Through Intelligence Displays

Refine current intelligence displays, like the Manager's Dashboard, and/or develop new displays to provide AT with easily accessible and digestible safety metrics information.

Target: Document, Develop, and Implement Modernized Safety Data Collection Tools

Implement the next generation Quality Assurance data collection tools such as Runway Safety Tool 3.0, which incorporates Auto-Class machine learning model and geo-tagging of surface related events.

Initiative: Integrate New Entrants

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

Activity: Lead Safety Assessment of Non-Legacy Captive Carry Launch/Reentry Operations

Use Safety Management System (SMS) processes to review and provide assessments of launch/reentry operations, standards, and procedures. Non-Legacy captive carry operations include captive carry operations that may operate outside Special Use Airspace (SUA) (i.e. through Class A) during the mission.

Target: Facilitate Panels and Coordinate Data

Collaborate with stakeholders to facilitate SRM panels and coordinate data to support safety assessments of non-legacy space vehicle operations and/or supporting air traffic procedures and technologies.

Initiative: Juneau Airport Wind System (JAWS) Sustainment

JAWS measures and transmits wind information to the Juneau Automated Flight Service Station (AFSS), Alaska Airlines, and the National Weather Service for weather forecasting.

Activity: Juneau Airport Wind System (JAWS) Sustainment

JAWS provides terrain induced wind and turbulence data that addresses safety of flight and decreases the probability of experiencing unnecessary weather related delays in and out of the Juneau International Airport, Alaska.

Target: Juneau Airport Wind System (JAWS) Sustainment

Complete Final Investment Decision (FID)

Initiative: Configuration Management Automation (CMA)

Configuration Management Automation

Activity: Configuration Management Automation (CMA) Phase 1

Configuration Management Automation (CMA) Phase 1

Target: Configuration Management Automation (CMA) Phase 1 - Complete IFS v10 Upgrade.

Configuration Management Automation (CMA) Phase 1 - Complete IFS v10 Upgrade.

Target: Configuration Management Automation (CMA) Phase 1 - Coordinate approval with AJW of 1800.66A (Configuration Management Policy).

Configuration Management Automation (CMA) Phase 1 - Coordinate approval with AJW of 1800.66A (Configuration Management Policy).

Target: Configuration Management Automation (CMA) Phase 1 - Complete Build 1 Development Testing (DT).

Configuration Management Automation (CMA) Phase 1 - Complete Build 1 Development Testing (DT).

Initiative: Potential/Emerging Safety Issues

Improve the ability to identify and assess safety risks through advanced analytics.

Activity: Potential/Emerging Safety Issues

Screen potential/emerging safety issues through the FAA Safety Issue Identification and Management Process.

Target: Potential/Emerging Safety Issues (AJI-3)

Submit an annual FAA safety issue screening report to the FAA SMS Executive Council by September 30, 2021.

Initiative: Global Navigation Satellite System (GNSS) International Interface Spoofing Study

Navigation Programs is working with the GNSS Intentional Interference Spoofing Study Team (GIISST), which includes ANG and is supported by AJM-4, to complete analysis of jamming/spoofing detection methods, impacts of GNSS disruptions on aircraft systems, and the potential to exploit ADS-B information to enable multi-layered approaches to interference and spoofing detection

Activity: Coordinate and work with the GNSS Intentional Interference Spoofing Study Team (GIISST). This information will be used to develop a plan for GNSS resiliency disruption and manipulation risk mitigation.

Work with the GNSS Intentional Interference Spoofing Study Team to conduct impact analysis of GNSS disruptions on aircraft systems.

Target: Conduct Impact Analysis of GNSS disruptions.

Work with the GNSS Intentional Interference Spoofing Study Team to conduct impact analysis of GNSS disruptions on aircraft systems.

Operational Excellence Infrastructure

Operate the world's most efficient aerospace system through daily execution, continuous improvement and infrastructure investment (maps to infrastructure, innovation and accountability)

Project Delivery Planning Environment Funding and Finance

Facilitate expanded infrastructure development, modernization, and construction in both rural and urban communities by fostering more efficient and collaborative planning and construction techniques, accelerating project approval, leveraging all sources of funding, and promoting innovative financing while maintaining environmental stewardship.

Initiative: NAS Voice Recorder

Complete NAS Voice Recorder (NVR) Source Selection Evaluation Report of Vendor Selection Decision.

Activity: NAS Voice Recorder

NAS Voice System (NVR)-Vendor Selection Evaluation Report

Target: C23.02-01: NAS Voice Recorder (NVR)

Complete Functional Configuration Audit/Physical Configuration Audit (FCA/PCA).

Initiative: Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON) Implementation

VORMON program is designed to remove 30% of the current VORs from the contiguous United States by 2030 to enable aircraft to continue to navigate and land during Global Positioning System (GPS) outages.

Activity: Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON)

Complete the discontinuance of twenty (20) VORs.

Target: VOR MON (AJV-P) Airspace Regulations & ATC Procedures Group

Initiate Part 71 rulemaking actions required, upon receipt of Service Center OSG request packages, resulting from twenty (20) VOR discontinuance determinations associated with the VOR MON program Phase 2 FY21 milestones.

Target: VOR MON (AJV-A) Aeronautical Information Services

Complete all Instrument Flight Procedures (IFP) activities required to discontinue twenty (20) VORs.

Target: VOR MON (AJV-E3) Planning and Requirements Group

Complete the JO.7400.2 NAVID Discontinuance process to support the VOR MON Program's national discontinuance goal of twenty (20) VORs.

Target: VOR MON (AJV-E2) Operations Support Group

Complete the instrument flight procedures preliminary design/amendment/cancellation and coordination activities required to support VOR MON Program's national discontinuance goal of twenty (20) VORs.

Target: VOR MON (AJV-W3) Planning and Requirements Group

Complete the JO 7400.2 NAVAID Discontinuance process to support the VOR MON Program's national discontinuance goal of twenty (20) VORs.

Target: VOR MON (AJV-C) Planning and Requirements Group

Complete the JO 7400.2 NAVAID Discontinuance process to support the VOR MON Program's national discontinuance goal of twenty (20) VORs.

Target: VOR MON (AJV-C) Operations Support Group

Complete the instrument flight procedures preliminary design/amendment/cancellation and coordination activities required to support VOR MON Program's national discontinuance goal of twenty (20) VORs.

Target: VOR MON (AJV-W) Planning and Requirements Group

Complete the instrument flight procedures preliminary design/amendment/cancellation and coordination activities required to support VOR MON Program's national discontinuance goal of twenty (20) VORs.

Target: AJV-S Strategy & Prioritization Team

Provide the required PBN procedure support for the discontinuance of twenty (20) VORs.

Target: Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON)

Complete the discontinuance of twenty (20) VORs.

Initiative: Surveillance Services (AJM-4)

Surveillance Services (AJM-4)

Activity: Surveillance Services (AJM-4)

Surveillance Services (AJM-4)

Target: Update the AJM-4 Surveillance Strategy.

Update the AJM-4 Surveillance Strategy.

Target: Publish Surveillance Vision Document.

Publish Surveillance Vision Document.

Target: Complete "Surveillance Training Series."

Complete "Surveillance Training Series."

Initiative: Community Engagement

Develop a procedural communication campaign that results in better coordination and collaboration across lines of business, staff offices and stakeholders to address a wide range of concerns including aircraft noise.

Activity: Community Engagement and Noise

As the public sees us as “one FAA,” develop a series of informational tools (presentations, talking points, infographics, web pages) that can be used by the FAA to educate and inform Airport sponsors and Community Roundtables as well as local elected officials.

Target: Community Engagement

Work with the existing regional Community Engagement matrix teams to develop informational tools on FAA’s efforts to safely and efficiently integrate new entrant vehicles to the national airspace, including; UAS, Urban Air Mobility, and Commercial Space operations.

Initiative: Final Rule Submission for ADS-B

Support National Airspace System (NAS) modernization and evolution through infrastructure improvements, and technology with Final Rule Submission for ADS-B.

Activity: Final ADS-B Rule

An interim final rule went out in July 2019, comments were received, FAA will publish the final ADS-B rule.

Target: Final Rule Development

Continue Final Rule development for a projected delivery to AOA by Sept 30, 2021

Initiative: National Airway Systems Engineering AJW-14

National Airway Systems Engineering provides second level engineering support to many organizations inside and outside the FAA through Field Support, Modification/Documentation, and New System Acquisition Support.

Activity: National Airway Systems Engineering Group Project Delivery

Implementation of modifications, tech refreshes, software releases, sub-systems replacements, and implementations.

Target: Saab - Sensis SMR Implementation

Replace Raytheon surface movement radar (SMR) subsystem with Saab-Sensis SMR subsystems at two (2) ASDE-X equipped airports

Target: ASDE-X Taxiway Arrival Prediction Implementation

Complete ASDE-X Taxiway Arrival Prediction (ATAP) implementations at ten (10) airports.

Target: ASSC Software Release

Complete implementation of ASSC Software Release 2.3 with Taxiway Arrival Prediction at key site

Target: System Support Modifications - Common Terminal Digitizer

Implement SSM ASR8-002 / ASR8-003 / ATCBI5-003 at remaining CONUS sites.

Target: Surveillance and Broadcast Services Monitor Tech Refresh

Successful operational test of SBSM Tech Refresh

Target: ASR-11 Antenna Ladder

Modify ASR-11 baseline with EOSH approved ladder

Target: Air Traffic Control Beacon Indicato-6 Data Disk Replacement

Implement SSM-ASR8-002 at remaining CONUS sites

Implement SSM-ASR8-003 at 6 remaining CONUS Sites

Implement SSM-ATCBI5-003 at 6 remaining CONUS sites

Initiative: Support Contract Process

Pursue and acquire where possible large support contracts to bolster facility lifecycle and maintenance

Activity: Support Contract Process

Pursue and acquire where possible large support contracts to bolster facility lifecycle and maintenance

Target: TSSC Support Service Contract Screening Information Request

Release the final Technical Support Service Contract (TSSC) Screening Information Request (SIR) by September 30, 2021

Target: NAS Implementation Support Contract

Award the NAS Implementation Support Contract (NISC).

Life Cycle and Preventive Maintenance

Keep the Nation's transportation infrastructure secure and in a state of good repair by maintaining and upgrading existing systems in rural and urban communities.

Initiative: Integrated Life Cycle and Supply Chain Management

The Logistics Center will work with key customers to optimize functionality of one supply chain management

Activity: One Supply Chain Management

Team will identify critical limited repairable assets that need to be returned to the Logistics Center to support supply chain operations.

Target: Critical Repairable Item Carcass / Core Identification

Identify critical limited repairable assets that need to be returned to the Logistics Center for repair.

Target: Critical Repair Item Carcass / Core Return

Working with customers in the field, facilitate return of critical repairable carcass and cores to the Logistics Support Facility (LSF).

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.

Activity: Maintain facilities in the Eastern Service Area to ensure NAS reliability

Complete scheduled activities to ensure optimal system availability

Target: Maintain facilities in the Eastern Service Area to ensure NAS reliability

Track and maintain core airport NAS reliability of at least 99.7%.

Initiative: Central Service Area (AJW-C)

Execute the mission of Technical Operations Services: Ensure effective NAS operation; establish Service Unit goals, strategize budgets and priorities; allocate and manage resources; meet performance targets, and supply services, as requested, to meet the requirements of the Service Units. Develop technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operation of the NAS. Complete scheduled activities to ensure optimal system availability and reliability.

Activity: Maintain facilities in the Central Service Area

Complete scheduled activities of preventive maintenance, equipment modifications and restoration activities.

Target: Maintain facilities in the Central Service Area

Track and maintain core airport NAS reliability of at least 99.7%.

Initiative: ARTCC Modernization - F06.01-00

Multi-year facility modernization and sustainment program that addresses physical plant requirements for the FAA's 21 ARTCCs as well as the Combined Control Facilities (CCF) 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.

Activity: ARTCC Modernization

Multi-year facility modernization and sustainment program that addresses physical plant requirements for the FAA's 21 ARTCCs as well as the Combined Control Facilities (CCF) 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.

Target: ARTCC Modernization

Complete Fifteen (15) Major Modernization and Mission Critical Local Sustainment Projects.

Target: Fire Alarm Replacement Project Design

Complete Six (6) Major Modification Fire Alarm Replacement Project Design Task Order Awards.

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

ATCT/TRACON facilities will be modernized to address operational and safety issues, including improving the visibility of the entire airport surface from the cab, improving accessibility, removing hazardous materials and upgrading structures to meet current seismic standards. Facility improvements must be completed with minimal impact on existing operations.

Activity: ATCT / TRACON Modernization

ATCT/TRACON facilities will be modernized to address operational and safety issues, including improving the visibility of the entire airport surface from the cab, improving accessibility, removing hazardous materials and upgrading structures to meet current seismic standards. Facility improvements must be completed with minimal impact on existing operations.

Target: ATCT / TRACON Modernization

Complete 4 improvement projects per year that were initiated in previous years.

Target: Design Task Orders

Award two Design Task Orders.

Target: Construction Contract

Award one Construction contract.

Initiative: Fuel Storage Tanks - F13.01-00

The FAA Fuel Storage Tank (FST) Program replaces active bulk liquid and pressure vessel storage systems that support FAA operations across the NAS. The FST program's inventory includes over 3,000 TANK systems primarily supporting engine generator operations. Replacements are managed in accordance with a published lifecycle guideline.

Activity: Fuel Storage Tanks

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.

Target: Fuel Storage Tanks

Replace, modernize, or upgrade 50 NAS storage tank systems selected in accordance with FST program and ATC Facilities' prioritization processes.

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.

Activity: FAA Buildings and Equipment Sustainment Support - Unstaffed Infrastructure Sustainment

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.

Target: FAA Buildings and Equipment Sustainment Support - Unstaffed Infrastructure Sustainment

Complete 20 unstaffed infrastructure sustainment projects.

Initiative: Power Systems Sustainment Support 2 - F11.01-02

The Electrical Power Systems Sustainment Support (PS3) (Power) program pursues 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. Reliable backup power systems are installed so air traffic control electronics can maintain required availability and capability and prevent disruptions. 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.

Activity: NAS Power Systems Repair and Replace

The Power program will replace, refurbish, and renew 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.

Target: Overall Power Systems Repair and Replace Projects

Sustain existing NAS power systems by completing 25 projects.

Target: Battery Systems Replacement

Sustain existing NAS power systems by completing 50 battery replacement projects

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 (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.

Activity: Complete Technical Refresh Upgrades

Complete technical refresh modernizations at security level 1 and 2 facilities, per FAA Order 1600.69

Target: Complete Technical Refresh Upgrades

Complete technical refresh modernization at 00 sites.

Initiative: Mobile Asset Sustainment Program (MASP) - F31.01-01

The Mobile Asset Sustainment Program (MASP) provides continuity of operations during facility outages and provides mobile asset support during facility modernization efforts. Mobile Assets provides for the continuity of 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.

Activity: Mobile Asset Sustainment Program (MASP)

Design and build 2 Mobile Asset Staging Areas

Target: Design and build 2 Mobile Asset Staging Areas

100% Construction Completion of the GSO Mobile Asset Staging Area Building

Target: Design and build Medium Mobile Air Traffic Control Tower

Contract award of the medium mobile Air Traffic Control Tower Design/Build

Initiative: Long-Range Radar Improvement - 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 FAA's en route control centers and other users (e.g., Department of Defense and Homeland Security). As facilities reach the end of their designed service life they require renovation and upgrades to maintain required level of service. The scope of the LRR Infrastructure Improvements Program includes renovation and upgrades of HVAC system, electrical system, building, tower structure, and facility ground and access.

Activity: Long-Range Radars

Upgrade and sustain long-range radars.

Target: Upgrade and sustain long-range radars

Complete 8 total sustainment projects.

Initiative: The Real Property Disposition Program - 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.

Activity: The Real Property Disposition Program

Complete real property disposal for all service areas.

Target: The Real Property Disposition Program

Complete 30 real property disposition projects.

Initiative: AJW-13 NAS Integration and Support Group

Oversee 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, installation, maintenance, and final disposition of equipment. 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.

Activity: Maintenance Support Program/Shared Service Partnership Agreement

Spare parts are managed through the Field Spares Inventory Program (FSI) and Supply Chain Optimization (SCO).

Target: Shared Service Partnership Agreement

Complete alignments of 15 each ASR facilities to True North.

Initiative: AJW-14 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. The program ensures 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.

Activity: National Test Equipment Program (NTE)

Test Equipment

Target: National Test Equipment Program

Purchase and delivery of 200 pieces of Test Equipment and the reduction of 400 units of obsolete test equipment across the Service Areas

Initiative: AJW-1B NAS QUAL ASSURANCE & PERF GROUP (WA8E00000)

The Quality Assurance and Performance Division has two main functions -- Quality Assurance and Performance Analysis. We strive to ensure a safe and efficient National Airspace System (NAS) through the effective management and operation of the infrastructure, providing quality service delivery and optimal utilization of resources. We provide FAA management with information to make decisions supporting safe, effective, and efficient operation of the NAS.

Activity: Improve NAS Performance Reporting Policies

Develop and/or improve NAS performance policy compliance.

Target: Improve NAS Performance Reporting Policies

Complete Control Center & LF audits (1 OCC/OEC, 3 ARTCC SOC, 2 TRACON SOC) for NAS Policy compliance. Review and validate accuracy of 10% of all the National Airspace Performances Reporting System desk guides and Line Frequency (LF) example sheets.

Activity: National Oversight to the RMLS Program

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

Target: National Oversight to the RMLS Program

Develop and validate accuracy of 25% the GEMPOP equipment populated profiles for the RMLS Program. Populate & utilize FSEP standard data elements (FEQ/FMO/PMM) on NAS operational selected system records for each capability (TFMS/VSCS/VOR/PAPI/SX/ASR-9/TDWR/NASEB).

Target: Improve NAS Operational System Physical Configuration accountability

Complete FSEP validations (1% of NAS systems/services/infrastructures visited annually) for NAS Policy compliance.

Initiative: AJW-17 Communications, Flight Services & Weather Engineering Group

Technical refresh for the remote monitoring and logging system (RMLS)

Activity: Remote Monitoring and Logging System - Technical Refresh

Administer technical support to manage and maintain NAS systems. Provide technical assistance for restoration/on-site requests when required.

Target: Administer Technical Support to Manage and Maintain NAS Systems

Testing of 4 Federal NOTAM System (FNS) releases in support of FNS Modernization
Complete documentation of requirements for the FNS to IESP transition in support of the FNS Modernization

Initiative: AJW-12 NAS Modernization Group Resiliency - Disaster Preparedness

Resiliency: continue to harden facilities and systems and to improve our emergency response capabilities for situations such as hurricanes, wildfires, and large-scale power outages.

Activity: Resiliency

Develop and update NAS Operational Policies to provide consistent governance of the maintenance and operation of the NAS.

Target: Resiliency

Current Risk Response

Target: Resiliency

Planned Risk Response

Activity: Resiliency: Develop National Airspace System Resiliency Model

Resiliency: continue to harden facilities and systems and to improve our emergency response capabilities for situations such as hurricanes, wildfires, and large-scale power outages.

Target: Resiliency: Develop National Airspace System Resiliency Model

Deploy initial release of contingency requirements and resource tool (CRRT).

Target: Resiliency: Develop National Airspace System Resiliency Model

Include the Facility Condition Index (FCI) data in the Resiliency Assessment and Analysis Model (RAAM).

Target: Resiliency: Develop National Airspace System Resiliency Model

Expand Operational Response Index (ORI) tool to incorporate tier 1 Terminal Facilities.

Initiative: AJW-12 NAS Modernization Group - Policy

Policy

Activity: Develop and update NAS Operational Policies

Develop and update NAS Operational Policies to provide consistent governance of the maintenance and operation of the NAS.

Target: Develop and update NAS Operational Policies to provide consistent governance of the maintenance and operation of the NAS.

Complete new Advanced Systems Design Service team intake process for incorporation into Order 6700.20C.

Activity: Assess validity and effectiveness of communication service management concept.

Assess validity and effectiveness of communication service management concept.

Target: Assess validity and effectiveness of communication service management concept.

Complete limited implementation of enroute communications service thread in the Boston District. POC: Eli Velazquez

Activity: Develop a Maintenance Maturity Model Strategy

Develop a Maintenance Maturity Model Strategy

Target: Develop a Maintenance Maturity Model Strategy

Develop draft technical requirements document for Enhanced Reliability Centered Maintenance. POC: Mark Shaffer & Brett Jones

Initiative: Network Operations Group, AJW-B100

Provide world-class, around-the-clock, operational oversight and maintenance of assigned global enterprise systems and networks supporting the National Airspace System (NAS).

Activity: WAAS Team, AJW-B160

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.

Target: WAAS Team, AJW-B160

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, utilizing virtual validation technology, such as iPad verifications.

Target: WAAS Team, AJW-B160

Complete a minimum of 98% of WAAS certifications within identified schedules and conditions.

Target: WAAS Team, AJW-B160

Complete 95% of all assigned preventative maintenance tasks for the WAAS O&M Subsystem (WOMS) and associated logging requirements as specified in Order JO 6882.2A Maintenance of Wide Area Augmentation System.

Activity: Operations Teams, AJW-B110, B120, B130

Provide operational oversight of Network Enterprise Management Center assigned global enterprise systems/networks and maintain services.

Target: Operations Teams, AJW-B110, B120, B130

Maintain FAA Weather and Flight Movement products and maintain operational availability of the NAS Message Replacement (NMR) and Weather Message Switching center Replacement (WMSCR) services at/or above 90% (combined average).

Activity: TFMS/NAIMES TEAM, AJW-B170

Provide operational oversight and maintenance of assigned NAIMES and TFMS global enterprise systems/networks.

Target: TFMS/NAIMES TEAM, AJW-B170

Maintain the NAIMES and TFMS Infrastructure at a 99.9% availability rate. .

Initiative: Telecommunications Group, AJW-B200

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.

Activity: FAA Telecommunications Services, AJW-B200, AJW-B210, AJW-B220, AJW-B230, AJW-B240

Improve the availability and reliability of customer telecommunications services while mitigating the impact of telecommunications outages on the NAS.

Target: FAA Telecommunications Services, AJW-B200, AJW-B210, AJW-B220, AJW-B230, AJW-B240

Ensure that the FAA Telecommunications Infrastructure (FTI) network meets or exceeds an aggregate availability of .9999 for dual-threaded NAS operational services.

Initiative: National Operations, AJW-B300

Provide programmatic Technical Operations, leadership with a responsibility for local, regional, and enterprise level tactical and strategic event management, to include cybersecurity monitoring, incident response and maintaining real-time situational oversight of NAS infrastructure services to maintain a global 24/7 situational awareness of the National Airspace System (NAS) infrastructure used to make informed decisions for the safe and efficient movement of both international and domestic air traffic.

Activity: Enterprise Control Center, AJW-B350

The Enterprise Control Center Team is responsible for the oversight and NAS impact mitigation of emerging NextGen services. The team is comprised of (3) specialized units providing subject matter expertise and support in their assigned discipline, the SWIM Enterprise Control Center(SECC) located in Hampton, GA, the Voice and Data Communications Enterprise Control Center (VECC) in Olathe KS, and the Navigation and Surveillance Enterprise Control Center (NECC) in San Diego, CA.

Target: Common Support Services, AJW-B350

Begin monitoring and logging events for Common Support Services - Weather (CSS-Wx), Aeronautical Information Management Modernization (AIMM), NAS Common Reference (NCR), Terminal Flight Data Manager (TFDM). Delayed from FY20 due to COVID.

Target: NAS Enterprise Messaging Service, AJW-B350

Assume NAS Enterprise Messaging Service (NEMS) TOCC duties from Enterprise Data Services (EDS).

Target: Enterprise Control Center

Assume all Control Center functions from TFM Production Center (TPC) and NAIMES regarding Traffic Flow Management System (TFMS).

Activity: NAS Cyber Operations, AJW-B360

The NCO ensures the integrity, availability and security of the NAS through cyber security monitoring, incident detection and response, and collaborative analysis to minimize cybersecurity risk to acceptable levels as determined by the Authorizing Official (AO)/AODR (Authorizing Official Designated Representative).

Target: NAS Cyber Operations, AJW-B360

Maintain NAS Cyber Operations monitoring capability of at least 99%.

Activity: OPERATIONS CONTROL CENTER (OCC), AJW-B320, AJW-B330, AJW-340

Provide 24/7 operational oversight with a focus on ensuring NAS infrastructure service delivery, providing strategic and tactical management of the National Airspace System (NAS) infrastructure availability through coordinated and collaborative decision-making processes in order to meet the immediate NAS challenges of today, and into the future.

Target: OCC SOP

Update and publish the Operation Control Center SOP version 2.0.

Target: Remote Maintenance Monitoring

Convert Remote Maintenance Monitoring to Service Level Monitoring for all services that fall under the OCC umbrella. RMSET will combine the legacy AOCC, MOCC and POCC in the RMLS logging and monitoring applications to a single consolidated OCC.

Target: RMLS ticket system

Convert current OCC individual RMLS ticket logging system to one OCC ticket called XOC.

Initiative: NAS Information Security Group, AJW-B400

Mitigate 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.

Activity: Complete Information System Security Documents and Testing

Provide risk management system authorization, governance, and testing for NAS cyber operations.

Target: Security Testing

Complete security testing on 80% of testable systems residing in the Mission Support Environment.

Target: SARS Authorization Documents

Complete 80% of SARs (Authorization Documents) on FISMA Reportable Systems.

Target: RMAG Capability

Establish RMAG operational capability at the William J. Hughes Technical Center (WJHTC).

Target: FAA Cybersecurity Cross-Organizational Working Group

In support of CSC efforts toward full participation by each member organization, participate in the FAA cybersecurity cross-organizational working group contributing to restructure FAA Order 1370.121A.

Initiative: Operations Programs, AJW-B600

Support NAS Security and Enterprise business operations through effective Financial and employee resource management, as well as tactical operations of national programs in direct support of daily NAS operations. The national programs include Contingency Operations; Technical Operations Aircraft Accident (TOAAR) Program; Technical Operations National Field Incident Response (FIR) Program; Technical Operations Strategic Event Coordination (SEC) Program; and National Maintenance Alert (NMA) Maintenance Moratorium Programs.

Activity: Tactical Operations Programs, ATO/AJW-B620

Provide tactical operational program support to NAS Operations.

Target: Technical Operations Field Incident Response, AJW-B620

Provide updates to Order 1920.5 Technical Operations Field Incident Response (FIR) Conduct a Field Incident Response (FIR) and Order 6030.41 Notification of Facility and service Interruptions and other Significant Events.

Target: Aircraft Accident Program AJW-B620

Conduct an Aircraft Accident program review and deliver the "Technical Operations Response to Aircraft Accident" with the Operational Control Centers (OCC).

Target: Aircraft Accidents E-LMS Course AJW-B620

Support AJI in the final development of the new Technical Operations Field Response to Aircraft Accidents eLMS course.

Target: Strategic Event Coordination Meeting

Administer one annual national Strategic Event Coordination (SEC) committee meeting.

Target: Tactical Operations Program

Complete 95% of all assigned preventative maintenance tasks, and 100% of all modifications for NOCC RMLS Node and Data Repository

Target: Technical Operations National Contingency Planning Support Program

Conduct 10 Technical Operations National Contingency Planning Support (TONC) Program reviews with TOMs/year and adjust program as necessary.

Initiative: Flight Program 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.

Activity: Flight Program Operations (NAS maintenance/sustainment)

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

Target: Flight Program Operations (NAS maintenance/sustainment)

Complete 93% of unscheduled restoral inspections at focus airports within 48 hours when requested by Air Traffic Services (AJT).

Target: Flight Program Operations (NAS maintenance/sustainment)

Complete 97% of all periodic flight inspections at focus airports before the expiration date of the periodic interval.

Initiative: Engineering and Infrastructure Services

Develop Architecture Review Boards packages.

Activity: Enterprise Engineering and Infrastructure Services

Develop Architecture Review Boards packages.

Target: Enterprise Engineering & Infrastructure Services

CINP will complete 12 EIS Assessments and 6 CINP Architecture Review Board meetings.

Target: International

Establish connectivity from both NEMCs to the South American (SAM) REDDIG network to provide improved and expanded network access to FAA's SAM telecom partners.

Activity: National Cloud Integration Service (NCIS)

Create initial commoditized costing guide for PMO Cloud Services.

Target: NAS Cloud Integration Service (NCIS)

Create an Initial Cloud Opportunity Roadmap for PMO Systems and Services

Target: NAS Cloud Integration Service (NCIS)

Create TIC3.0 Reference Architecture for ATO cloud use.

Target: NAS Cloud Integration Service (NCIS)

Install and Configure an authorized FISMA High Cloud with TIC 3.0 security overlay for operational use by PMO programs.

Initiative: Security Authorization

Conduct activities for CINP security authorization packages.

Activity: Security Authorization Packages

Complete Security Authorization Packages

Target: Security Authorization

Complete and submit 80% of ISSE managed documents required for CINP system security authorization packages (including new systems if funding / staff is provided as needed)

Initiative: Western Service Area (AJW-W)

Execute the mission of Technical Operations Services: Ensure effective NAS operation; establish Service Unit goals, strategize budgets and priorities; allocate and manage resources; meet performance targets, and supply services, as requested, to meet the requirements of the Service Units. Develop technical and maintenance requirements, standards, policies, procedures, plans, fiscal management and programs for the maintenance engineering associated with modernization, strategic planning, implementation, installation and operation of the NAS. Complete scheduled activities to ensure optimal system availability and reliability.

Activity: Maintain facilities in the Western Service Area

Complete scheduled activities of preventive maintenance, equipment modifications and restoration activities.

Target: Maintain facilities in the Western Service Area

Track and maintain core airport NAS reliability of at least 99.7%.

Initiative: NAS Security and Enterprise Operations, AJW-B0

Maintain the current mission, vision, and core values of NAS Security and Enterprise Operations (NASEO).

Activity: NAS SECURITY AND ENTERPRISE OPERATIONS

Institute a robust outreach initiative supporting the ATO Cybersecurity Group (ACG) as the comprehensive cyber organization for the ATO.

Target: Cyber Security Conference

Establish an annual ATO cybersecurity conference during the month of October, national cybersecurity awareness month, to promote awareness of cybersecurity as well as awareness of ATO, FAA, and Federal cybersecurity policy, organizational structure, and cybersecurity collaboration activities and initiatives.

Target: ATO Cyber Awareness

Develop and execute a strategy for ATO Cyber Awareness. This includes planned visits and/or virtual outreach to FAA ATO site facilities in the regions, districts, and field facilities. Visits can be done in conjunction with ACG operational assessment activities.

Target: ATO Cybersecurity Videos

Develop and/or distribute ATO Cybersecurity informational videos (i.e. Cyber Tip-of-the-day/week/month) to promote awareness of ATO Cybersecurity Group functions and capabilities, as well as, general cybersecurity awareness for the ATO. Due: Provide a minimum of 3 videos by December 31, 2020. Then provide a minimum of 18 videos between January 1, 2021 and September 30, 2021.

Target: ACG Communications

Establish and publish an ACG Communications Plan to provide requirements on ACG engagement with all ATO stakeholders. Draft due December 31, 2020. Final version due September 30, 2021.

Initiative: Spectrum Engineering AJW-1C

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.

Activity: Spectrum Assignment and Engineering AJW-1C2

Spectrum Assignment & Engineering performs radio coverage analysis and assigns radio frequencies to provide reliable, interference free service that safely supports aviation.

Target: Frequency Transmit Authorizations

For 90% of FAA frequency requirements, obtain Frequency Transmit Authorizations (FTA's) from National Telecommunications and Information Administration (NTIA) within 90 days from the time that the requirement is identified.

Target: Frequency Coordination Requests

Provide a response to 90% of radio frequency coordination requests within 30 days from the date that a complete coordination request package is received

Target: Standards and Recommended Practices

Contribute to support Standards and Recommended Practices (SARPs) development for altimeters.

Activity: Spectrum Testing and Engineering AJW-1C4

Spectrum Testing & Engineering Analysis provides for and protects the radio frequency spectrum that supports civil aviation communications, navigation, and surveillance services by conducting tests & studies on avionics equipment, developing radio frequency equipment & software, and researching and determining the causes of Radio Frequency Interference (RFI), and conducting RFI training classes

Target: Spectrum Engineering RFI Elimination and Resolution Course

Pass through 45 technicians and engineers with a grade of at least 95% through the 6-day Spectrum Engineering RFI Elimination and Resolution Course (eLMS #45018).

Target: RFI Elimination Vehicles Outfitting

Complete final outfitting, assembly, and transport of six remaining vehicles to Spectrum Engineering personnel throughout the NAS who will be using them for RFI elimination.

Target: Global Spectrum Management Course

Develop the "Spectrum Engineering-Global Spectrum Management" course to expedite spectrum training and create efficiencies and make course available on eLMS.

Target: Communications Basic Course

Develop the "Communications Basics" course to expedite spectrum training and create efficiencies, and make the course available on eLMS.

Initiative: NAS Defense Program

Maintain NAS Defense Facilities and Services.

Activity: Vulnerability Management Processes

Provide programmatic FAA and inter-agency, leadership responsible for oversight of Mode-4 to Mode-5 transition into the National Airspace System (NAS) infrastructure.

Target: Engineering Dry Run Phase

Engineering Dry Run Phase.

Target: Dry Run Completion

Formal Dry Run Phase.

Initiative: Internal Initiative: Flight Program Fleet Modernization

The Flight Program Fleet Modernization (FPFM) will provide the FAA with a streamlined, modernized fleet of aircraft to support all of the dynamic mission needs. This program will be completed in 2 phases, Phase 1 will streamline the jet aircraft and Phase 2 will streamline the turboprop aircraft.

Activity: Internal Activity: FPFM Phase 1

FPFM Phase 1 will streamline and modernize the FAA jet aircraft down to one make and model type from 6 and consolidate the jet aircraft owned by the FAA from 13 to 6. The FAA will purchase 4 used aircraft from the open market to supplement already owned aircraft. Each aircraft will be multi-use and will be able to support all mission types, Flight Inspection, RDT&E, critical event response and transportation missions.

Target: Flight Program Fleet Modernization

Purchase one aircraft to begin the modernization of the FAA jet fleet. Title for the aircraft has been transferred to the FAA. The FAA has taken delivery of the aircraft and there is no on-going delivery or performance requirements.

System Operations and Performance

Enhance reliable and efficient movement of people and goods by promoting effective management and ensuring leadership in securing data and in sharing information across the transportation system.

Initiative: Advanced Technologies and Oceanic Procedures (ATOP)

The ATOP program replaced oceanic air traffic control systems, updated procedures, and modernized the Oakland, New York, and Anchorage Air Route Traffic Control Centers (ARTCCs), which house these oceanic automation systems. A support system was also installed at the William J. Hughes Technical Center (WJHTC). ATOP fully integrates flight data processing, detects conflicts between aircraft, provides data link and surveillance capabilities, and automates the previous manual processes. A technology refresh for the automation system was completed in 2009 for all three operational sites and the WJHTC labs. This technology refresh activity increased system performance, capacity, and usability at that time. The ATOP program continued to deliver safety and efficiency enhancements through FY 2018 for evolutionary improvements to the ATOP system.

Activity: Advanced Technologies and Oceanic Procedures (ATOP) S2, A10.03-01

The ATOP Sustainment 2 program, formally known as ATOP Tech Refresh 2, procured and replaced system hardware, upgraded the operating system from AIX to Linux, and integrated the new technology with the baseline ATOP applications. ATOP Technology Refresh reduces maintenance and logistics costs and supports incorporation of software changes and new capabilities to support future NextGen, Surveillance and Broadcast Service (SBS), and other NAS improvements.

Target: Complete Advanced Technologies and Oceanic Procedures (ATOP) Integration and Inter-Operability Facility (I2F) Lab upgrade to Sustainment 2 (S2) Equipment.

Complete Advanced Technologies and Oceanic Procedures (ATOP) Integration and Inter-Operability Facility (I2F) Lab upgrade to Sustainment 2 (S2) Equipment.

Activity: Advanced Technologies and Oceanic Procedures (ATOP) E1, A10.03-02

The Advanced Technologies and Oceanic Procedures (ATOP) - Enhancement 1 program provides 5 large-scale capabilities to address the operational shortfalls of the current oceanic system. The program evolved the capabilities from the requirements validated by the Air Traffic Organization Mission Support Services International Office.

Target: Advanced Technologies and Oceanic Procedures (ATOP) Enhancement 1 (E1) - Complete T30 Systems Engineering Activities.

Advanced Technologies and Oceanic Procedures (ATOP) Enhancement 1 (E1) - Complete T30 Systems Engineering Activities.

Initiative: Traffic Flow Management System (TFMS) Enhancement 4

TFMS Enhancement 4 is developing two capabilities, Improved Demand Predictions (IDP) and Integrated Departure Route Planner (IDRP). IDP will improve TFMS demand prediction of air traffic NAS resources. IDRP will deliver strategic/tactical forecasts of departure route and fix status due to convective weather and volume for specific terminals. It provides traffic managers with semi-automated resolution algorithms to "solve" departure constraints.

Activity: Traffic Flow Management System (TFMS) Enhancement 4, G05A.05-03

TFMS adds new capabilities and improvements via the TFMS Enhancement process. TFMS Enhancement 4, approved by the FAA Joint Resources Council (JRC) on June 21, 2017, will provide new NextGen Midterm TFM/CATM capabilities between FY 2017 and FY 2022. Improved Demand Prediction (IDP) will improve TFMS demand prediction. Integrated Departure Route Planning (IDRP) will be adapted for six metroplex areas: New York (N90); Chicago (C90); Dallas (D10); Philadelphia (PHL); Potomac - DC Metro (PCT)); and Southern California (SCT). TFMS Ingestion of Weather Data will replace the legacy Corridor Integrated Weather System (CIWS) Data Distribution System (CDDS) prototype with the new System Wide Information System (SWIM) Common Support Services - Weather (CSS-Wx) service.

Target: Traffic Flow Management System (TFMS) Enhancement 4 - IDRP/CSS-Wx Detailed Design Review (DDR) complete.

Traffic Flow Management System (TFMS) Enhancement 4 - IDRP/CSS-Wx Detailed Design Review (DDR) complete.

Initiative: Traffic Flow Management System (TFMS) Sustainment 3

The Traffic Flow Management System (TFMS) program is requesting a new z-CIP beginning in FY23 to account for future work under Flow Management Data and Services (FMDS). FMDS will be a new investment to replace the current TFMS acquisition programs under a new contract.

The TFMS Sustainment 3 program will modernize the remaining TFMS legacy front-end applications and will increase integration and interoperability by establishing a robust, commercially available, and standards-compliant system. These upgrades will improve TFMS reliability, dependability, and availability while removing the current need for workarounds that increase software complexity, require specialized adaptors, and include internal high-maintenance interfaces.

The program will also deliver a replace-in-kind technology refresh of the hardware providing the central data processing capability for the TFMS. It will replace the hardware of the TFMS Processing Center and the TFM application National Traffic Management Log, which are located at the William J. Hughes Technical Center, the TFMS Disaster Recovery Center, and the TFMS prime contractor site.

Activity: Traffic Flow Management System (TFMS) Sustainment 3, A05.01-15

The TFMS Sustainment 3 Investment Analysis Readiness Decision is planned for FY 2021 Q3. FMDS IARD is tentative for FY 2022 Q1.

Target: Submit Flow Management Data & Services (FMDS) acquisition Shortfall Analysis Report (SAR) memorandum for AJM-2 approval.

Submit Flow Management Data & Services (FMDS) acquisition Shortfall Analysis Report (SAR) memorandum for AJM-2 approval.

Target: Coordinate and develop Concept of Operations (CONOPS) for Flow Management Data Services (FMDS).

Coordinate and develop Concept of Operations (CONOPS) for Flow Management Data Services (FMDS).

Target: Develop Cost Rough Order of Magnitude (ROM) for Flow Management Data Services (FMDS).

Develop Cost Rough Order of Magnitude (ROM) for Flow Management Data Services (FMDS).

Initiative: Airport Surveillance Radar Model 11 (ASR-11) - Sustainment

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 Sustainment 2 addresses the following shortfalls identified in the approved ASR-11 Sustainment 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 Sustainment 2 Final Investment Decision (FID) was approved in December 2013 and In Service Decision (ISD) was achieved on August 7, 2018. Sustainment 2 deployment activities are planned to be completed by September 2020. This initiative also includes planning for ASR-11 Sustainment 3. Sustainment 3 achieved IARD in Q1 of FY20 and FID is planned in Q1 of FY22.

Activity: Solution Implementation for ASR-11 Sustainment 3, S03.02-07

The Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 program will address parts obsolescence, maintenance issues, and current National Air Space (NAS) requirements to ensure continued reliable and cost effective operation of all ASR-11 configurations through their designated lifecycles.

Target: Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 - Deliver Request for Proposal (RFP) to Vendors for Life Cycle Cost Estimate (LCCE) Proposals.

Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 - Deliver Request for Proposal (RFP) to Vendors for Life Cycle Cost Estimate (LCCE) Proposals.

Target: Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 - Completion of Plot Extractor Alternative Analysis.

Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 - Completion of Plot Extractor Alternative Analysis.

Target: Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 - Submit Disposition Plan for approval.

Airport Surveillance Radar Model 11 (ASR-11) Sustainment 3 - Submit Disposition Plan for approval.

Initiative: Standard Terminal Automation Replacement System

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. 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. STARS is expandable to accommodate future air traffic growth and new hardware. Planning for technology refreshment and sustainment 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. STARS sustainment is needed to address changes in hardware and to address changes in hardware and to support the STARS upgrades needed for enhanced performance and capacity in support of new capabilities.

Activity: Standard Terminal Automation Replacement System Sustainment 1, A04.01-01

Complete critical activities to PMOs Marquee Programs.

Target: Complete last Standard Terminal Automation Replacement System (STARS) Sustainment 1 (SS1) standardization Virtual Site Survey (53rd site).

Complete last Standard Terminal Automation Replacement System (STARS) Sustainment 1 (SS1) standardization Virtual Site Survey (53rd site).

Activity: Standard Terminal Automation Replacement System (STARS) Sustainment 2, A04.01-03

Standard Terminal Automation Replacement System (STARS) Sustainment 2, A04.01-03

Target: Standard Terminal Automation Replacement System (STARS) Sustainment 2 - Complete final test of S6R9 software release.

Standard Terminal Automation Replacement System (STARS) Sustainment 2 - Complete final test of S6R9 software release.

Activity: Standard Terminal Automation Replacement System (STARS) Sustainment 3, A04.01-05

Standard Terminal Automation Replacement System (STARS) Sustainment 3, A04.01-05

Target: Complete the Standard Terminal Automation Replacement System (STARS) Sustainment 3 (SS3) Business Case Analysis Report (BCAR).

Complete the Standard Terminal Automation Replacement System (STARS) Sustainment 3 (SS3) Business Case Analysis Report (BCAR).

Initiative: ASR-9 Sustainment

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 2035; 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 Sustainment 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 2035.

Activity: ASR-9 Sustainment 3, S03.01-12

The ASR-9 Sustainment 3 program replaces or upgrades obsolete ASR-9 hardware and software to ensure the continued operation of the radar system. This is an ongoing program that is accomplished in phases to address obsolescence and supportability issues. The Sustainment 3 program will sustain the service life of all 135 ASR-9 systems; 121 operational sites, seven (7) Department of Defense (DoD) sites, and seven (7) support systems. The ASR-9 system is a non-cooperative (primary) surveillance radar that provides aircraft position and weather information to automation systems for air traffic controllers in terminal airspace. The ASR-9 system supports aircraft separation standards, air traffic operational efficiency, and improves safety at congested airports. The ASR-9 also provides data under Memorandum of Agreements with the DoD and Homeland Security, through the Defense Radar Program, and to the Department of Treasury and National Weather Service through separate agreements. The DoD uses ASR-9 surveillance data to monitor and detect non-transponder equipped intruders in terminal airspace. The system was procured in the mid-1980s, fielded between 1989 and 1994, and has significantly exceeded the expected 20-year lifecycle. Future ASR-9 sustainment efforts are dependent upon ongoing supportability assessments to ensure ASR-9s remain operational through their designated lifecycle. The Final Investment Decision (FID) for ASR-9 Sustainment 3 was approved on March 28, 2018. Implementation is planned to begin in 2023 and continue through 2025.

Target: Airport Surveillance Radar Model-9 (ASR-9) Sustainment 3 - Receive Data Communication Equipment (DCE) A210/A217 Printed Circuit Board (PCB) Key Site Verification Kits.

Airport Surveillance Radar Model-9 (ASR-9) Sustainment 3 - Receive Data Communication Equipment (DCE) A210/A217 Printed Circuit Board (PCB) Key Site Verification Kits.

Target: Airport Surveillance Radar Model-9 (ASR-9) Sustainment 3 - Hardline Cables and Connectors (HCC) System Test Complete.

Airport Surveillance Radar Model-9 (ASR-9) Sustainment 3 - Hardline Cables and Connectors (HCC) System Test Complete.

Target: Airport Surveillance Radar Model-9 Sustainment 3 (ASR-9 S3) Receive Production Receiver Protector Units.

Airport Surveillance Radar Model-9 Sustainment 3 (ASR-9 S3) Receive Production Receiver Protector Units.

Initiative: Terminal Automation Modernization Replacement (TAMR) Phase 4 (P4)

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 4 will complete the convergence to a single automation platform in the Terminal domain.

Activity: Terminal Automation Modernization Replacement (TAMR) (P4), A04.07-02

Complete critical activities to PMOs Marquee Programs.

Target: Complete last Terminal Automation Modernization Replacement (TAMR) Phase 4 (P4) standardization Virtual Site Survey (82nd site).

Complete last Terminal Automation Modernization Replacement (TAMR) Phase 4 (P4) standardization Virtual Site Survey (82nd site).

Initiative: Terminal Flight Data Manager (TFDM)

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 decision support capabilities will promote safe and efficient airport operations in managing 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. In addition, there are a number of legacy systems that TFDM will replace which would lead to greater efficiency and cost avoidance. The systems included are Advanced Electronic Flight Strips (AEFS), Surface Movement Advisor (SMA), Airport Resource Management Tool (ARMT), Departure Spacing Program (DSP), and Electronic Flight Strip Transfer System (EFSTS). 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.

Activity: Terminal Flight Data Manager (TFDM), G06A.03-01

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.

Target: Terminal Flight Data Manager (TFDM) - Complete Build 2 Software Development.

Terminal Flight Data Manager (TFDM) - Complete Build 2 Software Development.

Target: Terminal Flight Data Manager (TFDM) - Complete Build 1.2 post Development Test (pDT).

Terminal Flight Data Manager (TFDM) - Complete Build 1.2 post Development Test (pDT).

Initiative: Airborne Collision Avoidance System X (ACAS X)

ACAS X is being developed to meet future collision avoidance requirements. The program will replace the existing Traffic Alert and Collision Avoidance Systems II (TCAS II) that is required in the U.S. 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 U.S. airspace and better support future operations.

The ACAS X system will address shortfalls in the legacy TCAS II system. First, the system architecture will be designed so that threat detection and resolution logic changes can be made quickly using an automated process, which will be useful for future adaptations to Next Generation Air Transportation System (NextGen) operations. Second, ACAS X will have enough flexibility to be able to accommodate a variety of sensor types, including new generations of sensors where necessary. Third, ACAS X will reduce the number of “nuisance alerts” while simultaneously providing a reduced probability of near mid-air collision. The ACAS X systems have three variants in active development:

- ACAS Xa: 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: 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)
- ACAS Xu: For use with Unmanned Aircraft Systems (UAS), it is a complete Detect and Avoid (DAA) solution and designed to facilitate the integration of UAS into civil airspace by maintaining or improving current safety while meeting International Civil Aviation Organization (ICAO) requirements for global interoperability

Activity: Airborne Collision Avoidance System X (ACAS X), M54.01-01

Airborne Collision Avoidance System X (ACAS X)

Target: Airborne Collision Avoidance System X (ACAS X) - Publish Advisory Circular (AC).

Airborne Collision Avoidance System X (ACAS X) - Publish Advisory Circular (AC).

Target: Publish Airborne Collision Avoidance System X (ACAS X) Operational Assessment/Validation Report.

Publish Airborne Collision Avoidance System X (ACAS X) Operational Assessment/Validation Report.

Initiative: Time-based Flow Management (TBFM)

TBFM uses Time Based Metering (TBM) system uses time-based metering to better utilize NAS capacity by improving traffic flow management of aircraft approaching and departing congested airspace and airports. TBFM has been deployed and is operational at the 20 Air Route Traffic Control Centers (ARTCCs) and adapted for most major airports served by those centers. TBFM enhances air traffic operations, by reducing delays and increasing efficiency of airline operations. Enhancements to the TBFM system directly supports NextGen Portfolio concepts. TBFM Enhancement 1 (G02A.01-06) will continue to provide time-based metering solutions across all phases of flight to include terminal airspace. TBFM Enhancement 1 will implement additional NextGen concepts, such as optimized descent during time-based metering and Terminal Sequencing and Spacing (TSAS) to provide efficient sequencing and runway assignment by making the metering plan visible to the Air Traffic Control (ATC) terminal and extending time based metering to the runway. The TSAS capability will extend the aircraft's trajectory plan into the terminal airspace up to the runway to enable better predictability and accuracy for support of advanced Performance Based Navigation (PBN) procedures such as Required Navigation Performance (RNP). Also in TBFM Enhancement 1 is the expansion of the Integrated Departure/Arrival Capability (IDAC) to additional locations. IDAC streamlines and automates the monitoring and scheduling process for aircraft departures. This increases efficiency for departure operations. TBFM Sustainment 1 will replace existing hardware with new hardware in the FY 2022 -2023 timeframe. The current hardware began to reach its end of service and maintenance in 2017. The TBFM investments are part of the Trajectory Based Operations (TBO) initiative which uses an integrated and holistic implementation approach of the capabilities.

Activity: Time Based Flow Management (TBFM) Sustainment 1, G02A.01-11

Time Based Flow Management (TBFM) Sustainment 1

Target: Time Based Flow Management (TBFM) Sustainment 1 - Contract award.

Time Based Flow Management (TBFM) Sustainment 1 - Contract award.

Target: Collect hardware requirements, specifications, and complete stakeholder verification on the Time Based Flow Management (TBFM) Sustainment 1 Hardware Suite and submit to the Prime Contractor Vendor.

Collect hardware requirements, specifications, and complete stakeholder verification on the Time Based Flow Management (TBFM) Sustainment 1 Hardware Suite and submit to the Prime Contractor Vendor.

Activity: Time Based Flow Management (TBFM) Enhancement 1, G02A.01-06

Time Based Flow Management (TBFM) Enhancement 1

Target: Create draft of the Terminal Sequencing and Spacing (TSAS) Introductory Training Brief.

Create draft of the Terminal Sequencing and Spacing (TSAS) Introductory Training Brief.

Target: Develop Draft System Documentation for Time Based Flow Management (TBFM) In A Box.

Develop Draft System Documentation for Time Based Flow Management (TBFM) In A Box.

Initiative: En Route Automation Modernization (ERAM)

ERAM provides automation services for the En Route domain at the 20 Continental United States (CONUS) Air Route Traffic Control Centers (ARTCCs). National support and test capabilities for ERAM reside at the William J. Hughes Technical Center (WJHTC). The FAA Academy provides training services for Technical Operations and Air Traffic personnel. Equipment that constitute the ERAM computing platform must be periodically refreshed to sustain critical National Airspace System (NAS) operations. Much of the original ERAM system hardware and equipment has been in service since 2006-2008 and is now obsolete. The ERAM Sustainment 2 (ES2) program (2016-2022) is a multi-year effort addressing high priority ERAM sustainment issues. The ERAM Sustainment 3 (ES3) Program (2019-2026) is the third major technology refreshment investment of the ERAM system.

Activity: En Route Automation Modernization (ERAM) Sustainment 2, G01A.01-10

The ERAM Sustainment 2 (ES2) program is a multi-year effort addressing high priority ERAM sustainment issues. This effort is the second major ERAM tech refresh addressing key sustainment shortfalls, stemming from critical ERAM display subsystem equipment end-of-service life and technology obsolescence. In addition, ES2 will address processing capacity limitations of the backroom data and surveillance processors. Display System (DS) equipment used to control traffic at ARTCCs must also undergo tech refresh. Current equipment used to display air traffic to controllers is based on outdated analog technology and must be replaced with digital display equipment. The Radar (R)-Position and Data (D)-Position processor will be replaced to include an operating system upgrade (LINUX). Related equipment upgrades such as display record/playback software/workstation and R-Position KVM switches are necessary to support the transition from analog to digital display technology.

Target: En Route Automation Modernization (ERAM) Sustainment 2 - Deliver National Release of ERAM software build EAE330 that provides mitigations to Key Site identified operational issues with the Technology Refreshment 2 (TR2) hardware.

En Route Automation Modernization (ERAM) Sustainment 2 - Deliver National Release of ERAM software build EAE330 that provides mitigations to Key Site identified operational issues with the Technology Refreshment 2 (TR2) hardware.

Activity: En Route Automation Modernization (ERAM) Sustainment 3, G01A.01-11

The ERAM Sustainment 3 (ES3) Program is the third major technology refreshment investment of the ERAM system. The ERAM Sustainment 3 (ES3) program addresses shortfalls stemming from end-of-service life conditions for several key hardware and software components not covered by the System Enhancement and Technology Refresh (SE&TR) or the ERAM Sustainment 2 (ES2) programs. The mission-critical equipment for En Route air traffic management at the ARTCCs is beyond the operational support life cycle or is at end-of-life status and must be refreshed. Much of the original ERAM system hardware and equipment has been in service since 2006-2008 and is now obsolete. At a high level, shortfalls addressed by this next sustainment program includes both component obsolescence and failures as well as processor capacity limitations shortfalls. The targeted scope of this program includes the ARTCC Operations Backroom, Test and Training Lab (TTL), and Support network, WJHTC support maintenance/production facility and Test Labs, and FAA Academy Labs. Specifically, affected hardware include ERAM Enterprise Storage sub-systems, Application LANs, Servers (processors), Workstations and support side Commercial Off The Shelf (COTS) Applications. The execution of the program is planned from 2020 1st quarter through 2026 3th quarter.

Target: En Route Automation Modernization (ERAM) Sustainment 3 - Complete procurement of lab hardware.

En Route Automation Modernization (ERAM) Sustainment 3 - Complete procurement of lab hardware.

Target: En Route Automation Modernization (ERAM) Sustainment 3 - Complete installation of rack fabrication and cabling at William J. Hughes Technical Center (WJHTC) labs.

En Route Automation Modernization (ERAM) Sustainment 3 - Complete installation of rack fabrication and cabling at William J. Hughes Technical Center (WJHTC) labs.

Target: En Route Automation Modernization (ERAM) Sustainment 3 - Software Handoff to Test for ERAM Software Release with ES3 Enterprise Storage System functionality.

En Route Automation Modernization (ERAM) Sustainment 3 - Software Handoff to Test for ERAM Software Release with ES3 Enterprise Storage System functionality.

Target: En Route Automation Modernization (ERAM) Sustainment 3 - Complete procurement of Enterprise Storage System hardware.

En Route Automation Modernization (ERAM) Sustainment 3 - Complete procurement of Enterprise Storage System hardware.

Initiative: Offshore Automation (OA)

The OA program will replace legacy automation systems at the four offshore facilities in Anchorage Air Route Traffic Control Center (ARTCC), Honolulu Control Facility (HCF), Guam Combined Center Radar Approach Control (CERAP), and San Juan CERAP with National Airspace System (NAS) standardized automation solutions. The current automation systems include Surveillance Data Processing (SDP) Microprocessor En Route Automated Radar Tracking System (Micro-EARTS) at all four sites, and Flight Data Processing (FDP) systems currently provided by three unique systems: FDP System (FDPS) at Anchorage, Offshore Flight Data Processing System (OFDPS) at HCF with a data feed to Guam; and Miami ARTCC's En Route Automation Modernization (ERAM) connection that uses unique software adaptation to San Juan.

The OA program plans to address a current sustainability concern associated with the OFDPS system being used in HCF and provide nationally supported NAS standardized platforms that will bring the four facilities into strategic alignment with the Contiguous United States (CONUS) NAS. The benefits of this effort will allow for future Next Generation Air Traffic System (NextGen) development, automation redundancy and resiliency, ease future lifecycle challenges associated with the legacy systems, including reducing the number of automation platforms requiring separate maintenance and training support, and allow for greater workforce flexibility.

Activity: Offshore Automation (OA), A38.01-01

Offshore Automation (OA)

Target: Offshore Automation - Complete final Program Requirements Document (fPRD).

Offshore Automation - Complete final Program Requirements Document (fPRD).

Initiative: Internal Work Initiative: ADS-B NAS Wide Implementation

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.

Activity: ADS-B NAS Wide Implementation - Baseline Services & Applications, G02S.03-01

Automatic Dependent Surveillance-Broadcast (ADS-B) is a cornerstone technology for NextGen. It reduces delays and enhances safety by using an aircraft's broadcasted position, instead of position information from traditional radar. ADS-B is an advanced surveillance technology that provides highly accurate and more comprehensive information. Aircraft position (longitude, latitude, altitude, and time) is determined using the Global Navigation Satellite System (GNSS), and/or an internal navigational reference system, or other navigation aids. The aircraft's ADS-B equipment processes this position information, along with other flight parameters for a periodic broadcast transmission, typically once a second, to airborne and ground-based ADS-B receivers. The information is used to display aircraft position on en route and terminal automation systems.

Target: Complete Cockpit Display of Traffic Information (CDTI) Assisted Separation (CAS) Ops Description Document.

Complete Cockpit Display of Traffic Information (CDTI) Assisted Separation (CAS) Ops Description Document.

Target: Achieve Airport Surface Surveillance Capability (ASSC) Initial Operating Capability (IOC) at 8th site.

Achieve Airport Surface Surveillance Capability (ASSC) Initial Operating Capability (IOC) at 8th site.

Activity: Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation - Gulf of Mexico Platform Sustainment, G02S.05-01

The Gulf of Mexico (GOM) implementation of Air Traffic Control (ATC) services provides ADS-B surveillance data for aircraft operating in a large area without access to traditional radar coverage. Energy platforms in the GOM are utilized by the program to host surveillance, communications and weather facilities. These platforms have a temporary lifespan that are impacted by a number of economic and technical criteria. The shutdown of a platform requires that existing facilities be removed and replacement facilities installed on platforms that address any operational shortfall.

Target: Install Automatic Dependent Surveillance - Broadcast (ADS-B) and Automated Weather Observing System (AWOS) facilities on the Eugene Island 251A platform in the Gulf of Mexico.

Install Automatic Dependent Surveillance - Broadcast (ADS-B) and Automated Weather Observing System (AWOS) facilities on the Eugene Island 251A platform in the Gulf of Mexico.

Activity: Advanced Surveillance Enhanced Procedural Separation (ASEPS), G02S.04-01

The Surveillance and Broadcast Services (SBS) ASEPS program, is exploring near, mid, and long-term enhancements in surveillance to support efficiencies in oceanic Flight Information Regions (FIRs). Enhancing surveillance, when coupled with improvements in communications, can provide significant improvements to air navigation services by reducing separation minima for optimum routing. New surveillance technologies and enhanced use of existing surveillance sources present the opportunity to develop new International Civil Aviation Organization separation standards at the global level which once implemented present the potential for improving the safety and efficiency of oceanic operations in U.S. managed airspace.

Target: Release Request for Proposal (RFP) for SBA data subscription fees for 1-year evaluation in Shemya, Bermuda, and Small Pacific Islands.

Release Request for Proposal (RFP) for SBA data subscription fees for 1-year evaluation in Shemya, Bermuda, and Small Pacific Islands.

Target: Report Initial Findings for Non-operational Space-based ADS-B (SBA) Data Assessment.

Report Initial Findings for Non-operational Space-based ADS-B (SBA) Data Assessment.

Target: Complete Analysis to Determine Suitability of Aircraft Equipage and Space-based ADS-B (SBA) Performance for Air Traffic Services.

Complete Analysis to Determine Suitability of Aircraft Equipage and Space-based ADS-B (SBA) Performance for Air Traffic Services.

Activity: Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation - Baseline Services Future Segments, G02S.03-06

The Final Investment Decision (FID) for ADS-B BSFS occurred on May 15, 2019. The program plans to sustain baseline services and applications including continuing leased ADS-B services, implementing mitigations for spectrum congestion, and re-competing the ADS-B service contract. The ADS-B system has both airborne and ground-based elements, including an infrastructure to transmit data to pilots as well as ATC facilities across the NAS. Other services provided include Traffic Information Service – Broadcast (TIS-B), Flight Information Service – Broadcast (FIS-B), Automatic Dependent Surveillance - Rebroadcast (ADS-R), and Wide Area Multilateration (WAM). The program will also provide program management to support mitigations against jamming and spoofing, dedicated support for Gulf of Mexico platform owners, and upgrades to automation platforms.

Target: Conduct Surveillance and Broadcast Services (SBS) Contract Recompete Industry Day #1.

Conduct Surveillance and Broadcast Services (SBS) Contract Recompete Industry Day #1.

Target: ADS-B Divestiture - Conduct Kickoff Briefings with 2 Facilities.

ADS-B Divestiture - Conduct Kickoff Briefings with 2 Facilities.

Target: Complete Wide Area Multilateration (WAM) Phase 2 site surveys.

Complete Wide Area Multilateration (WAM) Phase 2 site surveys.

Target: Transition two (2) Enroute Automation Modernization (ERAM) ARTCCs to Track-Based Display Mode (TBDM).

Transition two (2) Enroute Automation Modernization (ERAM) ARTCCs to Track-Based Display Mode (TBDM).

Target: ADS-B Divestiture - Submit FY21 Service Level Agreement (SLA) with Surveillance and Broadcast Services (SBS).

ADS-B Divestiture - Submit FY21 Service Level Agreement (SLA) with Surveillance and Broadcast Services (SBS).

Activity: ADS-B In Applications - Interval Management (IM) Planning, G01S.02-01

ADS-B In Applications – Interval Management (IM) consists of a set of ground and flight-deck capabilities and procedures that are used in combination by air traffic controllers and flight crews to more efficiently and precisely manage spacing between aircraft. An air traffic controller can issue an IM clearance that allows flight crews to manage spacing through speed adjustments generated by onboard IM avionics until reaching a planned termination point. New flight-deck functions implemented in Flight Interval Management (FIM) avionics will provide speed guidance to a flight crew to achieve a relative spacing interval from another aircraft. IM is a component of the future Trajectory Based Operations (TBO) vision, where air traffic controllers may opt to provide IM clearances to flights to manage their spacing intervals relative to other aircraft. The use of IM clearances in a TBO environment supports the controller in more precisely meeting time-based meter times or other spacing objectives. IM is applicable to en route and terminal airspace and will require investments in air traffic management and decision support automation systems, as well as flight-deck avionics.

In May 2019, the FAA JRC approved the strategy for a phased investment approach. The planned phases are:

- Phase 1: Same Corner Post IM and ADS-B In Applications
- Phase 2: IM with Dependent Staggered Approach (DSA) and Dependent Converging & Crossing Runways (DCCR)
- Phase 3: IM Paired Approach

Target: ADS-B In Applications / Interval Management (IM) - Complete Draft Phase 1 final Program Requirements Document (fPRD).

ADS-B In Applications / Interval Management (IM) - Complete Draft Phase 1 final Program Requirements Document (fPRD).

Target: Conduct ADS-B In Industry Day.

Conduct ADS-B In Industry Day.

Initiative: Enterprise Information Display System (E-IDS)

The Enterprise Information Display System (E-IDS) will provide an enterprise-level platform that replaces multiple types of Information Display Systems (IDS) in the En Route, Terminal, Traffic Flow and Offshore domains with standard functionality and common hardware/software in a virtualized environment. IDSs are separate from primary displays, and their purpose is to provide Air Traffic Controllers, Front Line Managers, and Traffic Management Coordinators with supplemental but operationally essential information for controlling aircraft. IDSs were introduced in the terminal domain in the 1990's and rely on obsolete technology and interfaces with facility-centric, inefficient data organization, and manual update methods. Access to information through trusted sources varies from facility to facility depending upon the type of IDS model and whether the facility has a direct interface to source data. The Terminal environment includes three distinct systems, each with a different hardware/software configuration: IDS-4, Automated Surface Observing System Controller Equipment-IDS and NAS Information Display System. En Route includes a system called En Route Information Display System that provides non-tactical information to FAA personnel in Air Route Traffic Control Centers (ARTCC). Traffic Flow domain is present in both Terminal and En Route environments consisting of large monitors that display real-time, high-level traffic and Traffic Flow Management information. The Alaska ARTCC has developed its own IDS, the ATC Automated Information Display. In some cases, vendor-supplied information may be the only source available. These limitations make it cumbersome for users to search, retrieve, and display information. It adds additional workload to both controllers who use the systems and data managers who maintain the systems. Multiple types of information retrieval and display systems create inefficient maintenance activities necessary to sustain all system variations.

Activity: Enterprise Information Display System (E-IDS) Phase 1, A03.06-01

Enterprise Information Display System (E-IDS).

Target: Enterprise Information Display System (E-IDS) Phase 1 - Systems Requirements Review (SRR) completed.

Enterprise Information Display System (E-IDS) Phase 1 - Systems Requirements Review (SRR) completed.

Target: Enterprise Information Display System (E-IDS) Phase 1 - Preliminary Design Review (PDR) completed.

Enterprise Information Display System (E-IDS) Phase 1 - Preliminary Design Review (PDR) completed.

Target: Enterprise Information Display System (E-IDS) Phase 1 - Complete Integrated Baseline Review (IBR).

Enterprise Information Display System (E-IDS) Phase 1 - Complete Integrated Baseline Review (IBR).

Initiative: En Route Automation Modernization (ERAM) Enhancements 2

The ERAM Enhancements 2 (EE2) program provides software enhancements for the en route sector controller team. This multi-year effort improves efficiency and effectiveness of en route sector operations through enhanced trajectory management and improved collaboration between Radar Position (R-Side) and Radar Associate Position (D-Side) controllers. It involves upgrades to flight data management and system support functions. Current automation capabilities are limited in providing the requisite accuracy, consistency, and usability needed during high demand scenarios which can result less efficient use of airspace. The EE2 will develop and implement improvements to en route automation and procedures, building upon existing ERAM capabilities and leveraging previous NextGen pre-implementation activities. Final Investment Decision (FID) was achieved in December 2016. Prime contractor system engineering, software development, and implementation activities are ongoing and per original baseline, were planned to complete in FY 2023; however due to recent funding adjustments a baseline change decision (BCD) occurred in December 2018 with revised program milestones, and the program will now be completed in CY2024. A preliminary allocation of each enhancement to a specific ERAM release has been determined, however refinements are ongoing. The specific enhancements are listed below and will be deployed as a series of ERAM releases throughout the program lifecycle. Conflict Probe Enhancements - Improve representation of adherence bounds used to determine the need for computing a new aircraft trajectory, minimize false alerts; International Common Harmonization - Expand the automated coordination of flight data and aircraft control with the Canadian Air Navigation Service Provider (NavCanada); ERAM Adaptation Refinements - Improve the ability of the Air Route Traffic Control Center (ARTCC) support personnel.

Activity: En Route Automation Modernization (ERAM) Enhancements 2, G01A.01-08

En Route Automation Modernization (ERAM) Enhancements 2.

Target: En Route Automation Modernization (ERAM) Enhancements 2 - In ERAM software build EAF300, complete software development of Systems Issue Group (SIG) 1437 Aircraft Trajectory Horizontal Modeling Enhancements.

En Route Automation Modernization (ERAM) Enhancements 2 - In ERAM software build EAF300, complete software development of Systems Issue Group (SIG) 1437 Aircraft Trajectory Horizontal Modeling Enhancements.

Target: En Route Automation Modernization (ERAM) Enhancements 2 - Deliver to Key Site the ERAM software build EAE410 that includes NavCanada infrastructure.

En Route Automation Modernization (ERAM) Enhancements 2 - Deliver to Key Site the ERAM software build EAE410 that includes NavCanada infrastructure.

Target: En Route Automation Modernization (ERAM) Enhancements 2 - Achieve Change Request Verification (CRV) Known State for NavCanada Automated Handoff Application.

En Route Automation Modernization (ERAM) Enhancements 2 - Achieve Change Request Verification (CRV) Known State for NavCanada Automated Handoff Application.

Initiative: Space Data Integrator (SDI)

The FAA will be deploying an interim operational capability, known as the Minimal Viable Product (MVP) as an operational evaluation under Commercial Space Integration Into The NAS - Space Data Integrator (SDI) program, M55.01-02. The MVP will leverage the existing PoC to validate and refine requirements, while allowing Joint Space Operations Group (JSPOG) to use and act on the data. The SDI program will provide initial capabilities that will receive and distribute launch and reentry data and make it available for NAS automation consumption to allow for improved situational awareness and improved airspace management decision making.

Activity: Space Data Integrator (SDI), M55.01-02

Space Data Integrator

Target: Complete NAS Space Integration Capabilities (NSIC) Joint Resource Council (JRC) briefing package.

Complete NAS Space Integration Capabilities (NSIC) Joint Resource Council (JRC) briefing package.

Target: Deploy the Space Data Integrator Phase 1 Minimum Viable Product (MVP) to the Joint Space Operations Group (JSpOG).

Deploy the Space Data Integrator Phase 1 Minimum Viable Product (MVP) to the Joint Space Operations Group (JSpOG).

Initiative: Mode Select (Mode S) Beacon Replacement System (MSBRS)

The legacy Mode S System is a Cooperative Surveillance Radar (CSR) that supports Air Traffic Control (ATC) in Terminal and En Route airspaces. The Mode S also interrogates and receives aircraft identification and altitude information from equipped aircraft. There are currently 137 operational and 11 support Mode S systems in the National Airspace System (NAS). The legacy Mode S System will be more than 25 years old by the year 2020 and is suffering from a shortage of replacement parts and/or repair capabilities.

Activity: Mode Select (Mode S) Beacon Replacement System (MSBRS) Phase 1A, S03.01-15

The Mode S Beacon Replacement System (MSBRS) Program will replace unsustainable portions of the legacy Mode S system with a design that incorporates modern surveillance interfaces, defends and mitigates cyber security threats, and provides modifications needed to ensure supportability and sustainment of the systems through at least 2035. Phase 1 of the MSRBS Program will address critical obsolescence and end of service life issues for terminal CSR systems that will remain in the NAS for the foreseeable future. Phase 1 is divided into two phases. Phase 1A will include design, development and test, and limited production with a total number of 9 systems. Phase 1B will include at least 41 systems to fulfill minimum NAS Surveillance requirements. The existing antenna, encoder, and rotary joint will be retained.

Target: Mode S Beacon Replacement System (MSBRS) Phase 1A - Critical Design Review (CDR) Complete.

Mode S Beacon Replacement System (MSBRS) Phase 1A - Critical Design Review (CDR) Complete.

Target: Mode S Beacon Replacement System (MSBRS) Phase 1A - Delivery of first article system to testing facility in Kansas City, KS.

Mode S Beacon Replacement System (MSBRS) Phase 1A - Delivery of first article system to testing facility in Kansas City, KS.

Target: Mode S Beacon Replacement System (MSBRS) Phase 1A - Informal Hardware/Software complete. The milestone initiates the Test Procedure development that is on the critical path for start of in-plant Development Test (DT).

Mode S Beacon Replacement System (MSBRS) Phase 1A - Informal Hardware/Software complete. The milestone initiates the Test Procedure development that is on the critical path for start of in-plant Development Test (DT).

Initiative: Terminal Second Level Engineering (TSLE)

Terminal Second Level Engineering

Activity: Terminal Second Level Engineering (TSLE)

Terminal Second Level Engineering

Target: National Release of Standard Terminal Automation Replacement System (STARS) Handbooks 6191.5 CH2 and Standard Terminal Automation Replacement System (STARS) Enhanced Local Integrated Tower Equipment (ELITE) 6191.6 CH2.

National Release of Standard Terminal Automation Replacement System (STARS) Handbooks 6191.5 CH2 and Standard Terminal Automation Replacement System (STARS) Enhanced Local Integrated Tower Equipment (ELITE) 6191.6 CH2.

Target: Start Standard Terminal Automation Replacement System (STARS) Software build R9 Drop 5 Run For Record.

Start Standard Terminal Automation Replacement System (STARS) Software build R9 Drop 5 Run For Record.

Target: National Release of the Standard Terminal Automation Replacement System (STARS) Interactive Electronic Technical Publication (IETP) Version 3.

National Release of the Standard Terminal Automation Replacement System (STARS) Interactive Electronic Technical Publication (IETP) Version 3.

Target: Purchase of the Expansion Storage for the two Abacus production systems at Ashburn, VA and Sunnyvale, CA.

Purchase of the Expansion Storage for the two Abacus production systems at Ashburn, VA and Sunnyvale, CA.

Target: Complete initial expansion of AJM-24 Secure-Operational Support Environment (OSE) as identified by the Enterprise Secure-OSE Tiger Team.

Complete initial expansion of AJM-24 Secure-Operational Support Environment (OSE) as identified by the Enterprise Secure-OSE Tiger Team.

Target: National deployment of Standard Terminal Automation Replacement System (STARS) Archive 021220.

National deployment of Standard Terminal Automation Replacement System (STARS) Archive 021220.

Initiative: En Route and Oceanic Second Level Engineering Support

En Route and Oceanic Second Level Engineering Support

Activity: En Route and Oceanic Second Level Engineering Support

En Route and Oceanic Second Level Engineering Support

Target: Complete En Route Communications Gateway (ECG) new modem splitter adapter testing.

Complete En Route Communications Gateway (ECG) new modem splitter adapter testing.

Initiative: Visual NavAids - RVR

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.

Activity: Visual NavAids - RVR

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.

Target: Install Runway Visual Range (RVR) systems.

Install (5) RVR Systems

Target: Install Runway Visual Range (RVR) Systems.

Procure RVR equipment to support Thirty-five (35) site installations.

Initiative: Visual NavAids - Sustain, Replace, Relocate

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 Me

Activity: Visual NavAids Sustain, Replace, Relocate (NSRR): Replacement Lamp Monitoring Systems (RLMS)

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).

Target: Install Replacement Lamp Monitoring Systems (RLMS).

Install three (3) Replacement Lamp Monitoring Systems (RLMS) kits.

Initiative: Visual NavAids - Replace VASI with PAPI

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.

Activity: Procure and Replace Precision Approach Path Indicator (PAPI) Systems.

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.

Target: Procure Precision Approach Path Indicator (PAPI) Systems.

Procure eight (8) Precision Approach Path Indicators (PAPI) systems to replace VASIs.

Target: Replace Precision Approach Path Indicator (PAPI) Systems

Install six (6) Precision Approach Path Indicator (PAPI) Systems to replace Visual Approach Slope Indicator (VASI) systems.

Initiative: Ground Based NavAids - ILS

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.

Activity: Complete Instrument Landing Systems (ILS) projects.

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.

Target: Complete Instrument Landing System (ILS) replacement projects.

Complete one (1) Instrument Landing Systems (ILS) project.

Target: Complete Approach Lighting System with Sequenced Flashers (ALSF-2) project.

Complete one (1) Approach Lighting System with Sequenced Flashers (ALSF-2) Establishment Project.

Initiative: Ground Based NavAids - Distance Measuring Equipment (DME)

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.

Activity: Sustain Distance Measuring Equipment (DME) Systems.

Procure and Install Sustain Distance Measuring Equipment (DME) Systems.

Target: Procure Distance Measuring Equipment (DME)

Procure fifteen (15) DME systems

Target: Sustain Distance Measuring Equipment (DME) Systems

Complete installation of one (1) DME establish/sustain project.

Initiative: Ground Based NavAids - VORTAC

This program relocates VOR and VORTAC facilities and/or improves the VOR operational performance. The VOR and VORTAC (a combination of VOR and Tactical Air Navigation (TACAN) system) provide navigational guidance for civilian and military aircraft in both the en-route and terminal areas.

Activity: Ground Based NavAids - VORTAC

The VOR and VORTAC (a combination of VOR and Tactical Air Navigation (TACAN) system) provide navigational guidance for civilian and military aircraft in both the en-route and terminal areas. As the FAA transitions gradually to performance based navigation (PBN), a VOR Minimum Operational Network (MON) will be retained to serve as a backup to satellite navigation and define VOR routes and procedures for legacy users. The VORs that are in the MON as well as the VORTACs must remain in service and may be relocated, technologically refreshed, or replaced. Currently 100 percent of the VORTAC systems are over 30 years old and beyond their service life.

Target: Convert TACANS to DME's

Convert 4 TACANS to DMEs

Initiative: FTI Sustainment

FTI Sustainment

Activity: FTI Sustainment

FTI Sustainment

Target: FTI Sustainment 1

Complete deployment items identified for NAS and MS PNOCC/BNOCC Buy 1 for FTI Sustainment 1

Target: FTI Sustainment 1

Complete Implementation of Security Components.

Target: FTI Sustainment 1

Complete HSV Testing of items identified for NAS and MS PNOCC/BNOCC Buy 2 for FTI Sustainment 1

Target: Cost Estimating

Revise FTI Cost Estimating model to include increases in Telco costs associated with Carrier Ethernet, and projected increases in T-1s, and assumptions for FENS, pre-FENS award. December 2020.

Initiative: Terminal Voice Switch

Terminal Voice Switch Replacement (TVSR) II -The TVSR program manages NAS voice communications systems in the terminal environment through system replacements and continued sustainment efforts. These activities allow continuous availability of the following NAS services: air-to-ground communications between controllers and aircraft, ground-to-ground communications between controllers, and emergency back-up communications.

Activity: Terminal Voice Switch- Sustainment 2

The TVSR program has been in place for more than 25 years. TVSR has historically undertaken deployments and sustainment efforts as required to keep the terminal switches operational. TVSR I started in FY89, and TVSR II started in FY95. Voice switches managed by the TVSR program include RDVS I, RDVS II, RDVS IIA, ETVS, STVS, and IVSR. RDVS, ETVS, and STVS were deployed in the 1990's and early to mid- 2000's. IVSR began deploying in 2005 and the IVSR contract with Frequentis, USA is now the only voice switch procurement vehicle available. The TVSR program office also manages Voice Switch By-Pass (VSBP) efforts; VSBP provides backup capabilities at terminal facilities

Target: Terminal Voice Switch Sustainment (TVSS) Legacy Voice Switch Sustainment (LVSS) Portfolio

Conduct a Live Demonstration of the STVS-TR User Interface Hardware in the Northrop Lab.

Target: Terminal Voice Switch Sustainment (TVSS) Legacy Voice Switch Sustainment (LVSS) Portfolio

VSCS Workstation Replacement: Critical design review (CDR) completed.

Target: Terminal Voice Switch Sustainment (TVSS) Legacy Voice Switch Sustainment (LVSS) Portfolio

VSCS GRIM and BUEC CCA Replacement: Prototype Build Complete.

Target: VSCS Sustainment 4 Legacy Voice Switch Sustainment (LVSS) Portfolio

VSCS GRIM and BUEC CCA Replacement: Prototype Build Complete.

Target: VSCS Sustainment 4 Legacy Voice Switch Sustainment (LVSS) Portfolio

VSCS GRIM and BUEC CCA Replacement: Prototype Build Complete.

Initiative: Legacy Surveillance (AJM-41)

The Legacy Surveillance Group will provide programmatic excellence in the acquisition, deployment and sustainment of radar surveillance systems to support safe and efficient air traffic management by the FAA and DoD. In addition, AJM-41 will sustain radar surveillance services by implementing safety, security and technological enhancements to bridge critical system capabilities until replaced or divested; and acquire cooperative radar systems, non-cooperative radar systems and other specialty solutions to sustain radar surveillance capabilities beyond 2035.

Activity: Infill Radar

The purpose of the Infill Radar program is to establish a validation process for infill radars to permit the U.S. Air Force (USAF) to deploy and operate them in the National Airspace System (NAS). The Infill Radar is a non-cooperative radar that can provide coverage in locations where wind turbine radar interference occurs.

Infill Radar program objectives are to:

- Determine and define necessary validation processes, including testing of infill radars
- Determine and develop necessary documentation and artifacts
- Provide subject matter expertise for the review and revisions of the necessary documentation.

Target: Infill Radar - Complete Concept of Operations (CONOPS).

Infill Radar - Complete Concept of Operations (CONOPS).

Target: Complete Infill Radar Requirements Document.

Complete Infill Radar Requirements Document.

Activity: Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6) Mode 5

The Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6) cooperative radars located at Air Route Surveillance Radar Model 4 (ARSR-4) non-cooperative radar sites operate with a Mode 4 Interrogator Friend or Foe (IFF) capability to support the Department of Defense (DoD) mission and NATO requirements. The ATCBI-6 Mode 5 program is fulfilling a DoD requirement to install Mode 5 capabilities at the 51 sites that currently have Mode 4 capabilities, primarily located on the U.S. borders and in Hawaii and Alaska.

Target: Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6) Mode 5 - Software (SW) Incremental Milestone 3 - Establish Software Baseline.

Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6) Mode 5 - Software (SW) Incremental Milestone 3 - Establish Software Baseline.

Target: Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6) Mode 5 - Successful Completion of Development Test (DT) Test Readiness Review (TRR).

Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6) Mode 5 - Successful Completion of Development Test (DT) Test Readiness Review (TRR).

Activity: Legacy Surveillance (AJM-41)

Legacy Surveillance (AJM-41)

Target: Legacy Surveillance - Develop Initial Framework/Governance for the Surveillance Leadership Team (SLT) Surveillance Job Rotation Program.

Legacy Surveillance - Develop Initial Framework/Governance for the Surveillance Leadership Team (SLT) Surveillance Job Rotation Program.

Target: Legacy Surveillance - Conduct Virtual Surveillance Industry Day.

Legacy Surveillance - Conduct Virtual Surveillance Industry Day.

Activity: Terminal & En Route Surveillance Technology Refresh Portfolio (TES TRP)

The Terminal and En Route Surveillance (TES) Technology Refresh Portfolio (TRP) is planning for an Investment Analysis Readiness Decision (IARD) in June 2021. The TES TRP will provide required sustainment and maintenance for the following cooperative and non-cooperative surveillance systems to continue their operational use until 2035:

- Cooperative – ATCBI-5, ATCBI-6, Mode-S, MSSR (ASR-11)
- Non-Cooperative – ASR-8, ASR-9, ASR-11

Target: Terminal & En Route Surveillance Technology Refresh Portfolio (TES TRP) - Submit Final Draft Cost Estimate to Investment, Planning & Analysis (IP&A).

Terminal & En Route Surveillance Technology Refresh Portfolio (TES TRP) - Submit Final Draft Cost Estimate to Investment, Planning & Analysis (IP&A).

Target: Terminal & En Route Surveillance Technology Refresh Portfolio (TES TRP) - Submit TES TRP Draft Stakeholder Governing Body (SGB) Charter to IP&A.

Terminal & En Route Surveillance Technology Refresh Portfolio (TES TRP) - Submit TES TRP Draft Stakeholder Governing Body (SGB) Charter to IP&A.

Initiative: NAVAIDS Monitoring Equipment (NME)

The Nav aids Monitoring Equipment (NME) program will replace or upgrade legacy air traffic control and monitoring systems operating in the NAS. Two legacy systems are used in the NAS, ICMS and FA-30000 (Universal Interlock Controller). These systems, which are typically located in the tower and equipment room, are used by air traffic control specialists (ATCS) and airway transportation system specialists (ATSS) for controlling and monitoring a predefined set of Nav aids such as instrument landing systems (ILS), Airport Lighting Systems, runway visual range (RVR) equipment, runway end identifier lights (REIL), precision approach path indicator (PAPI) light arrays, and other Nav aids located at an airport. The program will establish a common requirements baseline and provide a streamlined software, training and logistics support across all systems to approximately 32 airports. An Investment Analysis Readiness Decision (IARD) was approved in December 2016; and an Initial Investment Decision (IID) approved on September 18, 2019. The Final Investment Decision (FID) is scheduled for Q1 of FY21.

Activity: NAVAIDS Monitoring Equipment (NME), M08.41-02

NAVAIDS Monitoring Equipment (NME)

Target: Submit Nav aids Monitoring Equipment (NME) Final Implementation Strategy & Planning Document (ISPD) and Program Requirements Document (fPRD) for approval.

Submit Nav aids Monitoring Equipment (NME) Final Implementation Strategy & Planning Document (ISPD) and Program Requirements Document (fPRD) for approval.

Target: Complete Outreach Briefing to 32 Nav aids Monitoring Equipment (NME) Sites.

Complete Outreach Briefing to 32 Nav aids Monitoring Equipment (NME) Sites.

Target: Nav aids Monitoring Equipment (NME) - Complete System Specification Documentation (SSD).

Nav aids Monitoring Equipment (NME) - Complete System Specification Documentation (SSD).

Initiative: Common Terminal Digitizer (CTD)

The CTD Program purpose is to procure and implement primary and secondary radar digitizers to convert ASR-8 analog radar signals to the digital data format. These systems will digitize ASR-8 surveillance systems in support of the Standard Terminal Automation Replacement System (STARS), as a part of the Terminal Automation Modernization and Replacement (TAMR) Program. A total of 34 TAMR CTDs were planned to be procured under FFP contract option, 31 CTDs for ASR-8 operational sites and 3 CTDs for support sites. An additional 12 CTDs were procured with NDP and SIM funding to address additional operational ASR-8 sites.

Activity: Common Terminal Digitizer (CTD), A04.07-02

Common Terminal Digitizer (CTD)

Target: Common Terminal Digitizer (CTD) - Prime vendor Completion of Software (SW) V2.9 Unit Integration and Test.

Common Terminal Digitizer (CTD) - Prime vendor Completion of Software (SW) V2.9 Unit Integration and Test.

Target: Common Terminal Digitizer (CTD) - Delivery of V2.9 Software Final Documentation to FAA.

Common Terminal Digitizer (CTD) - Delivery of V2.9 Software Final Documentation to FAA.

Initiative: Security Compliance

Ensure that security strategies align with business objectives, adhere to policies and internal controls, and are consistent with applicable laws and regulations.

Activity: Vulnerability Management Processes

Provide services related to monitoring and tracking vulnerabilities within the FAA's FISMA reportable systems; monitor and track Plan of Action & Milestones (POA&Ms); manage vulnerability mitigation and remediation; and coordinate the scheduling and remediation of vulnerabilities for all FISMA reportable systems.

Target: Remediate 80% of High Value Vulnerabilities (HVV)

Remediate 80% of High Value Vulnerabilities (HVV) on internet-accessible systems, as identified in Cyber Hygiene reports issued by the Cybersecurity and Infrastructure Security Agency (CISA), within 30 calendar days of initial detection.

Initiative: Improved Service Through Advanced Technology

Deliver safe, efficient, cost-effective flight services and airspace system services by leveraging advanced and emerging technologies.

Activity: Plan the future of Flight Service operations in Alaska

Enhance operational effectiveness in Alaska Flight Service to meet user preferences by maximizing processes, people, and information delivery.

Target: Installation of Multi-Touch Electronic Flight Strips (MTEFS)

Complete the installation of Multi-Touch Electronic Flight Strips (MTEFS) at nine Alaska Flight Service Stations.

Target: Expand FAA Weather Camera Operations to Hawaii

Complete installation of 10 weather camera facilities in Hawaii. Host weather camera images on the FAA Weather Camera public website for access to the general aviation community.

Target: FFSP Government Furnished Equipment (GFE) Wide Area Network (WAN) Test

Coordinate all stakeholder activities and complete all predecessor activities necessary to successfully cutover the Service Provider to the GFE WAN.

Target: Alaska Flight Service Training Operations

Explore and develop two remote training opportunities utilizing virtual technology for facilities in a post pandemic era.

Activity: Integrated Analytical System

FAA performance analysis utilizes data from several different sources including OPSNET, NTML and the Traffic Flow Management System (TFMS). In 2020, performance dashboards were developed using other specialized data streams from TFMS, Time Based Flow Management (TBFM) and Surface Surveillance data. AJR-G will integrate the different data and reporting systems into one single comprehensive operational analysis system. In addition to traffic data and data recording FAA actions, performance analysis also requires linkages to weather data, and sources that record outcomes such as delay, diversions and cancellations. Given the complexity of these sources, FAA will seek to improve system performance through the use of Cloud Computing and Machine Learning.

Target: Advanced Integrated Flight Table

Provision of core FAA Flight Data to include Metering and other Traffic Management Initiative data to support Performance Reporting tools and analytics.

Target: Cloud Computing/Machine Learning Capability

Deliver report recommending analytical improvements through cloud computing and machine learning.

Activity: Enterprise System Operational Contingency Plan

Implement and exercise TFMS pilot Enterprise System Operational Contingency Plan (EOCP).

Target: Virtual Tabletop Exercise

Develop and execute a virtual tabletop exercise that simulates a cascading fault scenario to promote plan familiarity and document gaps for the Traffic Flow Management System (TFMS) Enterprise Operational Contingency Plan (EOCP).

Activity: Contingency Tool Replacement Lead Organization: AJR-X Operational Readiness

Develop and Deploy a refreshed Automated Contingency Tool ("ACT3") to enhance OCP documentation, amendments, agreements, certifications, etc... and afford more user friendly applications within the tool for the facility personnel as well as stakeholders such as the ATCSCC (deployment by EoFY22).

Target: Automated Contingency Tool Replacement

Create stakeholder and end-user requirements repository for the Operational Contingency Plan database to replace the Automated Contingency Tool (ACT2).

Target: OCP Database Acquisition

Complete the acquisition process in preparation for the vendor selection for contract award for OCP database to replace the Automated Contingency Tool (ACT2).

Initiative: Proactive Security and Safety

Ensure the security and safety of U.S. citizens, both domestically and abroad, and mitigate negative impacts on the NAS by providing world-class threat monitoring and response.

Activity: Strategic Operations Security

Manage significant incident response, planning and exercises; develop operational security procedures; protect sensitive flight data; lead interagency and international collaboration; and advance the security and emergency response automation tool suite.

Target: Significant Incident Management Operations

Develop and implement standardized Joint Crisis Action Team (J-CAT) procedures, leveraging lessons learned during the 2020 hurricane season, which enable smooth, consistent transitions from steady-state operations for which Joint Air Traffic Operations Command (JATOC) is responsible to escalated, response operations, including J-CAT activations, for which AJR-2 is the lead.

Target: Operations Security Plans and Procedures

Develop consolidated metrics and related tracking tool capable of feeding a dashboard capturing AJR-2 responses to interagency requests for ADS-B Out Off authorizations and specialized call signs supporting collaboration with security partners to sustain the operations security of sensitive air missions. Complete and operationalize metrics and tool, which will improve visibility on ATO contributions to OPSEC for sensitive air missions, by August 2021.

Target: Operations Security Strategic Initiatives

Develop coordinated requirements for automation supporting transition from current DOD GPS EA TT&E deconfliction procedures to improved processes, which specifically increase parallel coordination for spectrum engineering and air traffic operations and leverage 4D deconfliction between events and field Air Traffic Control facility inputs.

Activity: Tactical Operations Security

Manage the Domestic Events Network, serve as the FAA's tactical nexus linking Air Traffic Control (ATC) facilities, interagency operational coordination platform for aviation security incidents, design and establish all security and major disaster Temporary Flight Restrictions, manage airspace access waivers and authorizations, and supports many other Air Traffic Management related security and emergency operations measures.

Target: Joint Air Traffic Operations Command/Domestic Event Network

Update and implement a comprehensive onboarding and training program for Domestic Events Network including Air Traffic Security Coordinators. Conduct a minimum of two training/outreach sessions in FY21.

Target: Air Defense Liaison Officer

Integrate Special Operations unit into Tactical Operations group to broaden and streamline operational effectiveness and efficiency. Develop and coordinate the air traffic role in dynamic programs for national defense joint operational planning through training, emergency war plans, Defense Support to Civil Authorities as well as counter-drug/counter-terrorist contingencies and other sensitive DoD missions. Develop ADLO/DEN procedures in conjunction with AJR-221 to standardize interagency support with FAA/ATO objectives during crisis and National Security events by end of FY21.

Target: System Operations Support Center

Continue to collaborate with first responders during life threatening situations and emergencies which require UAS integration into the NAS. Increase user awareness of the SGI process for first responders and other system users during crisis response events by conducting 2 special government interest (SGI) related webinars in FY21.

Target: National Capital Region Coordination Center (NCRCC)

Continue to work closely with NCRCC interagency partners to improve Counter Unmanned Aerial Systems (C-UAS) operation protocols. Transition C-UAS coordination and response from AJR-2410 to AJR-2420 by end of FY21.

Target: NORAD/NORTHCOM Command Center (N2C2)

Continue to support the N2C2, CMOC and new N/NC command element with operational ATC and NAS expertise. Conduct 4 inter-domain collaborative sessions to promote more efficient communication protocols during global security related events by end of FY21.

Target: Continental U.S. North America Aerospace Defense Command Region (NORAD)

Improve coordination between 601st AOC Combat Plans Division and US Secret Service Airspace Security by memorializing procedures which create a unified VIP airspace request process; Final agreement by end of FY21.

Activity: Unmanned Aircraft Systems (UAS) Operations Security

Manage FAA concurrence of authorized federal security agency C-UAS technology integration into the NAS. C-UAS integration includes, but not limited to: intra- and inter- agency stakeholder engagement, federal policy development, implementation, and improvement, and risk assessment evaluation. Manage ATO security equities as it pertains to the continued integration of UAS into the NAS.

Target: UAS Planning

Influence consistent and measured ATC responses to hazardous UAS operations by increasing ATO stakeholder awareness of UAS security issues through the introduction and implementation of three new outreach mechanisms.

Target: UAS Detection and Mitigation

Decrease C-UAS submission evaluation workload requirement by 10%, without sacrificing the quality of work, in order to compensate for an anticipated increase in C-UAS submissions by authorized federal agencies.

Target: UAS Security Operations Integration

Develop four UAS security policies that support UAS integration programs in order to ensure security requirements are incorporated within those programs.

Activity: NAS Data Release Board

Effective Data Policy is vital in ensuring NAS data and data protection programs are managed in a way that guarantees protection and security of FAA systems and sensitive flight data. The NAS Data Release Board ensures NAS data requests are processed and approved in accordance with applicable rules, regulations and laws.

Target: FAA Limiting Aircraft Data Displayed (LADD) Capability

Draft transition plan to move web capability Limiting Aircraft Data Displayed (LADD) from Volpe to FAA AIT or AJR-G2 domain hosting service. Implement transition.

Target: Finalize FAA Order 1200.22

Finalize FAA Order 1200.22 and associated OMB Form 1200-5 to ensure completeness and accuracy of current processes in handling data requests against current agency distribution practices. Socialize draft order, revise draft order as appropriate, and route revised order for signature.

Initiative: Collaborative Traffic Flow Management

Deliver outstanding traffic flow management in a collaborative environment for our stakeholders and customers.

Activity: FIELD LEADERSHIP Critical Planning and Operational Capacity and Efficiency Performance Review

Provides leadership to ensure 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. 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.

Target: East North Corridor - Promote and evaluate Improvements to Safety and Efficiency

Work closely with the East North Facilities to identify areas of opportunities to reduce MIT/MINIT restrictions and reduce stringency to optimize the performance of the NAS.

Target: East South Corridor - Special Event Planning

Coordinate/facilitate activities surrounding Super Bowl planning and Master's golf event.

Target: West Corridor - Maintain Safety and Efficiency at Los Angeles International Airport (LAX) during rehabilitation of Runway 6R/25L (LAX)

Assist Los Angeles District facilities in determination of impacts to traffic at LAX, development of contingency procedures and facilitate communication with aviation user groups. Monitor and report on overall effect of rehabilitation activities.

Target: Promote efficiency at Chicago O'Hare International Airport (ORD) during ongoing stages of the Chicago O'Hare Modernization Program (OMP) to include the opening of Runway 9/27C and the closure and extension of Runway 9R/27L.

Assist Chicago District facilities in determining effect OMP activities will have on rates at ORD and facilitate communication with aviation user groups to include the monthly Chicago Focus Group. Monitor and provide reports of overall effect on efficiency at ORD.

Activity: Oversight and Management of the National Airspace System (NAS)

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 while collaborating with aviation stakeholders for the conduct of business. The ATCSCC supports national defense activities as well as security initiatives to ensure stakeholders are timely apprised of pending changes.

Target: NAS Oversight and Management

Ensure effective execution of DCC mission and timely communication on the status of the NAS with FAA management and NAS stakeholders.

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, FAA Tactical Operations (TACOPS) replays, NAS Operational Display (NOD), Traffic Flow Management System (TFMS) tools, Air Traffic Operations Network (OPSNET), Aviation System Performance Metrics (ASPM), and interviews with operational personnel.

Target: Post Event and Daily NAS Analysis

Conduct and prepare Post Event and Quality Assessments of air traffic management services and identify areas to continually improve the safety and efficiency of services and to moderate the National System Review responding to any customer comments.

Activity: NAS Directives and Procedures Management

Ensure agency directives, Letters of Agreement (LOA) and Standard Operating Procedures (SOP) are reviewed and updated for accuracy and compliancy with FAA Orders. Determine if a Safety Risk Management (SRM) analysis is required in compliance with the Safety Management System (SMS) and the Air Traffic Operations (ATO) Safety Guidance Order JO 1030.1A. Attend directive development and SRM meetings and conferences.

Target: Review and Update Facility Directives

Review and update Facility Directives, Letters of Agreements (LOA's), Standard Operating Procedures (SOP's), Safety Risk Management (SRM) updates etc., to ensure policies and procedures are documented and that changes are generated to reduce workload, comply with federal regulations, DOT orders/policies, and to maintain and improve the safety and efficiency of the NAS.

Target: Update Appropriate Notices/Orders

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.

Activity: Provide National Traffic Flow Management (TFM) Training and Educational Briefings

Conduct National Traffic Flow Management (TFM) educational Training, briefings, and tours to educate aviation employees, leaders and stakeholders.

Target: Provide National Traffic Flow Management (TFM) Training and Presentations

Provide Formal Traffic Flow Management (TFM) training, and presentations via the 50113 course. 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.

Activity: ATCSCC Simulation Training

Simulation training is critical to ensure ATCSCC trainees are exposed to NAS demand and weather conditions that require actions such as Ground Delay Programs, Ground Stops and reroutes. Simulation training reduces operational risks and allows the student to practice repetitive processes in a safe environment to build knowledge, skills, and abilities.

Target: Provide National Traffic Flow Management (TFM) Training and Presentations

Draft an Analysis of the current ATCSCC training capabilities and needs. Draft an FSM/TSD ATCSCC Simulation, Statement of Work.

Activity: Integration of Security Operations

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.

Target: Ensure and Oversee ALTRV Requests

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.

Target: Manage execution for Open Skies Missions

In collaboration with AJR-2, 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 comply with our international treaty.

Activity: Expand Advanced Planning to Surrounding Air Navigation Service Providers (ANSP's), Facilities and Stakeholder

Continue to advance the PERTI principles by expanding advanced planning to surrounding ANSPs, FAA Facilities and stakeholder organizations.

Target: PERTI – Include surrounding ANSPs in Advanced Planning Processes

Continue to include and expand surrounding ANSPs involvement in the Advanced Planning process.

Target: Improve Stakeholder Engagement

Coordinate monthly with the Stakeholder Engagement Team (SET) on analysis/review activities for potential process improvement.

Target: PERTI Website

Work with MITRE on a prototype website to provide updated and continuous planning operations information accessible by field facilities and stakeholders.

Activity: ATCSCC Trajectory Based Operations (TBO)

Refine/update DCC procedures, training and operational floor layout for next phase of TBO.

Target: Expand and integrate Trajectory Based Operations (TBO) processes and procedures

The ATCSCC will expand and integrate TBO operations/management/process and procedures. Site specific TBFM training will be developed for ATCSCC personnel. Establish draft/update operational floorplan. Draft/update operational procedures for terminal and severe weather specialists. Schedule and complete regular meetings with the program office to establish a standalone TBFM Facility operations string, appropriate equipment needed to conduct future training and operations. Draft and validate TBFM site specific course material.

Activity: Development/Improvement of airspace system tools

Automation and integration of services will be used, as well as on exploring current and emerging technologies such as cloud computing, AI, machine learning, and serverless computing to enhance the efficiency and efficacy of Sys Ops data and analysis products. All activities under Goal #1 will be supported by sound business processes focused on planning, budgeting, and execution of funds and support contracts.

Target: Traffic Flow Management System (TFMS) development/improvement

Develop a framework of products, capabilities and vision for future TFMS with special emphasis on elimination of current product constraints.

Activity: Contingency Planning

Support and assist AJR-X with Contingency Plan development and implementation.

Target: Contingency Plan Support System (CPSS)

Develop and sustain Contingency Plan Support System routings.

Target: Exercise Contingency Plan(s)

As a minimum, complete a contingency exercise quarterly.

Activity: Global Collaborative Decision Making

Provide leadership to the Global Collaborative Decision Making process. 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.

Target: Flight Data Exchange Assessments

Support the development of flight data exchange agreements between the FAA and other Air Navigation Service Providers (ANSP) through bilateral meetings as requested.

Activity: Provide Leadership to Collaborative Decision Making

Ensure airport and airspace capacity are more efficient, predictable, cost-effective, environmentally sound, 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 safety, accessibility while increasing the capacity of the nation's aviation system.

Target: Provide ATFM Operational Expertise

Provide 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. Conduct collaborative Decision Making (CDM) sub-team meetings to ensure projects provide efficient and cost-effective improvements to the NAS.

Target: Revise Leadership Activities – VP+1, National Customer Forum, Collaborative Decision Making

Revise/rework the leadership communication and collaborative stakeholder processes. The VP+1, National Customer Forum (NCF), and Collaborative Decision Making Steering Group (SSF) monthly meetings will all have specific agendas, objectives and processes, meeting goals and eliminating overlap.

Target: Execute the VP+1 2021 Initiatives

Execute the VP+1 2021 Initiatives

Activity: Meteorologists Present at Air Route Traffic Control Centers (ARTCCs) and the Air Traffic Control System Command Center (ATCSCC)

Satisfy Contracting Officer's Representative (COR) responsibilities to ensure funding for, and oversight of, an Interagency Agreement (IAA) with the National Weather Service (NWS) to provide meteorological consultation, and advice regarding weather events that may have potential impacts on air traffic operations.

Target: Complete Center Weather Service Unit (CWSU) Evaluations

Complete Center Weather Service Unit (CWSU) evaluations.

Activity: AJR NAC Recommendation

NextGen Priorities Implementation Milestones for 80% OSI and 90% Corporate STI and Strategic Initiative.

Target: Operational Integration and Implementation of Surface Metering

Perform detailed analysis and conduct Industry outreach to address operational integration and implementation of surface metering capability at selected airports.

Activity: Provision of Real Time Operational Data

Provide near real time and post operation traffic flow management data and analytical products to inform/improve the operation with actionable information.

Target: Near Real-Time Reporting Dashboard

Deliver near real-time reporting dashboard to include departure and arrival delays, throughput, capacity and metering.

Activity: Improved Operations Plan to Stakeholders

FAA provides stakeholders information on anticipated Traffic Management initiatives through the PERTI Plan the day prior to operation and through updates to the Operational Plan on day of operation. These plans are supported through regularly scheduled telcons with operators. Going forward, operators have requested more details in the plans that include runway configuration and rates. There is also an operational goal to have the both the advanced plan and operations plan updated more frequently.

Target: Release Update to PERTI Planner

Update PERTI Planner to include Rate/Configuration Information to support both the Advanced Plan and Day of Operation Plan.

Activity: Effective Slot Administration

Slots, or limits on the planned aircraft operations, are a tool used in the United States and around the world to manage air traffic at extremely busy airports, and to prevent repeated delays that result from too many flights trying to take off or land at the same time. Aviation performance therefore depends on effective Rulemaking supported by thorough analysis. Effective administration is also enhanced by an ability to monitor and report how well operators comply with their assigned slot times.

Target: Slot Rulemaking

Initiate Rulemaking process for Slots at JFK and LGA.

Target: Compliance Tracking

Conduct initial analysis and develop initial prototype for tool for tracking compliance at JFK.

Activity: Operational Contingency Industry Outreach

Continue to work with the membership of the Contingency Collaboration Workgroup to build and deploy deliverables that are beneficial to stakeholders and customers as it relates to operational contingency planning for NAS facilities & aligned airports, airlines, & aviation organizations.

Target: Operational Contingency Questionnaire

Develop a collaborative operational contingency questionnaire, disseminate to facilities, compile information and distribute to industry stakeholders with effective return rate of 95% or greater.

Target: Publish NOTAM Guide

Publish NOTAM guide with varied examples based on operational contingency scenarios developed in collaboration with the Industry Operational Contingency Workgroup.

Activity: JO 1900.47 Changes

Continue to update and sustain the Contingency Policy (1900.47F) to ensure compatibility and clarity for expected activities as related to contingency planning within the NAS.

Target: Cross Organizational Workgroup

Lead a cross organizational workgroup charged with defining measurable and achievable operational contingency goal(s) to replace the 90% goal.

Target: Workgroup Review and Approval

Lead review and approval of cross organizational operational contingency goal(s) with ATO and FAA Leadership.

Target: JO 1900.47F

Publish one change page for JO 1900.47F.

Initiative: Integrated Command and Control

Improve air traffic control operations by developing an integrated command and control capability for the NAS.

Activity: JATOC Coordination

JATOC creates a single stream of operational reporting of events and air traffic incidents in the NAS to ATO leadership via information sharing.

Target: JATOC Training

Deliver training to all ATO Watch Officer (AWO) staff and other operational personnel to create system awareness on various automation platforms that enable research of Air Traffic Management response data.

Target: JATOC Conduct Improvement Exercises

Conduct regular exercises to improve incident operations action and communications.

Activity: Integrated ATO Performance Analysis and Reporting

Stand up a System Operations-led reporting element integrating all ATO service units to achieve harmonized reporting, gain insight into system interdependencies and enhance operational decision-making.

Target: Integrated ATO Performance Reporting

Develop integrated analysis reports that combine Key Performance Indicators (KPIs) from different ATO Service Units such as Safety, Technical Operations and Air Traffic Operations. This would include specialized reporting for JATOC.

Initiative: Data-driven Operational Efficiency

Increase operational efficiency through innovative performance analysis, data management, and system integration.

Activity: Day of Operation Support

In 2020, AJRG began providing Day of Operation support through a specialized team called the Operational Analysis Support group or OAS. Members of this team provide on-site support to the Air Traffic Control System Command Center (ATCSCC) by staffing regular shifts seven days a week including holidays. Duties include data analytics and exercising planning tools used to improve traffic flow given constraints such as thunderstorms. OAS also provides customized reporting to respond to system outages that occur due to COVID cleaning or hurricanes.

Target: Day of Operation Staffing Plan

Continue to build out the Operational Analysis Support (OAS) team to fully staff operational shifts and expand data support functions as needed. Develop and execute training package for expanded AJR-G staffing for OAS duties.

Activity: Agency Performance Reporting Tools

In 2020, AJR-G developed a series of agency reporting tools that are tailored for use at both the field level and executive level. For 2021, ATO will be further developing executive level dashboards for use by the FAA administrator and senior management that report on operations, delays as well as real-time situational awareness of events in the system.

Target: Executive Performance Dashboard

Deliver Executive Integrated Dashboard to Support the FAA Consolidated Agency Resource Library (CARL).

Activity: Field Office Analytical Support

Fields offices as well as the four Deputy Directors of Systems Operations (DDSO) require analytic support and performance tools for conducting next day reviews and assessments of upcoming events that are anticipated to affect system performance.

Target: Efficient DDSO Reporting

Deliver streamlined, standardized and more efficient reports and support to DDSOs. Conduct offsite or virtual review with DDSOs and develop process for improved reporting.

Activity: 2021 NAS Initiatives

For past several years, FAA senior leadership in collaboration with airlines have established annual goals for improving operational performance in the system. This has included goals such as improving departure throughput for New York airports as well as reducing miles in-trail restrictions by a target percentage. This activity will develop reporting tools used to track the FAA/Airline Initiatives for 2021.

Target: Dashboards for 2021 Initiatives

Develop Performance Reporting Dashboard to support 2021 Initiatives.

Activity: Traffic Forecasting Tools

FAA Planning requires analytical tools to provide the best estimate of traffic levels for next day planning or for strategic planning that looks ahead a month or longer term for a busy season such as summer or for winter destinations known as "Snowbird Traffic". This activity delivers traffic projections for end users that meet 2021 requirements.

Target: NAS-wide Near Term Projection Forecast

Deliver capability to provide traffic projections that can be used for planning in the near term as well as for PERTI tools that require Next Day predictions for facilities.

Activity: Mitigating Capacity Constraints

Operational performance and the need to Traffic Management Initiatives is largely driver by demand/capacity imbalances. A portion of these are tactical and depend on daily variation of the weather and some are planned due to events such a runway construction. This activity assesses capacity constraints for planned activities. As required, the activity will assess benchmark capacity rates published for different operation conditions.

Target: Capacity Constraint Analysis

Complete 3 assessments of either FY2021 capacity constraints such as facility construction or procedural changes or current benchmark capacity rates used for the DOT required ADC metric.

Activity: DOT Reporting Metrics

AJR-G is responsible for several metrics that have required reporting to the Department of Transportation or are tracked due to pay for performance targets. These include the Average Daily Capacity Metric, NAS On-Time Arrivals and On-Time Arrivals.

Target: Average Daily Capacity

Maintain an average daily capacity for core airports of 58,193, or higher, arrivals and departures.

Target: Achieve NAS On-Time Arrivals

Achieve a NAS on-time arrival rate of 88% at Core airports and maintain through FY 2021.

Target: Monitor On-Time Arrivals

Monitor On-Time Arrival rates at Core airports.

Activity: Improve Product Quality and Oversight

AJR-G data and reporting tools support a diverse and growing array of end users from the Executive level to the field facility. Given the overlap in reporting for different users, there is a need for added oversight to insure efforts do not duplicate and report products give consistent results.

Target: Quality and Standardization Position

Define and establish Quality and Standardization Position.

Activity: Weather Impact Metrics

Most impact to NAS users in terms of delay, diversions and cancelations is due to adverse weather that reduces capacity and throughput in the system. Many resources are spent on developing both strategic and tactical plans to respond to weather and the limits of weather prediction accuracy. Performance analysis then depends on parameterizing actual and forecast weather impact metrics into performance reporting.

Target: Enroute Weather Scoring Metric

Integrate Weather Traffic Scoring metrics into Performance Reporting Dashboards.

Initiative: Comprehensive Contingency Planning

Enhance the safety, security, and efficiency of airspace systems through contingency planning and exercises.

Activity: Contingency Performance Reporting

Provide critical operational reporting during contingency events to ensure operational awareness and enable effective decision-making. This reporting will require data sources that can be used as back-up or as best alternatives to primary sources during events such as an outage in the Traffic Flow Management System (TFMS).

Target: TFMS Contingency Reporting

Provide dependable data source to Support TFMS Contingency during an outage.

Target: Contingency Recovery Metric

Develop metric to report 90% capacity recovery following a contingency event.

Activity: Improve ATO Operational Contingency Plans and Response to Significant Events

Continue OCP rebuild efforts for all NAS facilities to include elaborated deployment to TRACONS & ARTCCs.

Target: Operational Contingency Plan Reviews

Conduct Operational Contingency Plan (OCP) Rebuilds and submit final draft OCP revisions for facility negotiation at 12 TRACONS and 6 ARTCC sites.

Target: Operational Contingency Plan Processing

At the Air Traffic Manager's request, ensure that FY21 completed OCPs are successfully uploaded into the ACT2 database for implementation in the event of a crisis.

Target: Funded Contingency Impactful Project Data

Apply the CWP tool to develop the infrastructure / facility capability project data and compile the information into facility packages to support the AJR-X2 team for scheduled rebuilds at 12 TRACONs and 6 ARTCCs.

Target: Operational Contingency Plan Review Reports

Complete Operational Contingency Plan (OCP) Reviews and Reports for 50 sites.

Activity: Operational Contingency Exercises

AJR-X Goal Strategy: Develop and deploy exercise manual (that includes multiple types of exercises) and quick start guides to all facility domains and develop a feedback loop for OCP gaps that are discovered when conducting plan exercises.

Target: Operational Contingency Exercise Beta Test

Conduct operational contingency exercise beta test with ATCT (PHX), TRACON (P50) and ARTCC (ZAB).

Activity: Contingency Training

Develop and deploy exercise manual (that includes multiple types of exercises) and quick start guides to all facility domains and develop a feedback loop for OCP gaps that are discovered when conducting plan exercises.

Target: Training Gap Analysis

Conduct contingency training gap analysis to define training requirements that will be aligned with a deployment plan to support all associated contingency activities.

Initiative: Integration of New Entrants

Enable new entrants to access and utilize the NAS successfully while efficiently maintaining optimal safety and security.

Activity: Integrate New Space Entrants

Safely and efficiently, integrate new types of commercial space operations into the NAS and support the industry activities these operators present. Access and implement a planning and management process that supports improved integration of current space operations, including the strategic vision and collaborative solutions to operational conflicts. Use Traffic Flow Management System time based capabilities to improve efficiency gains.

Target: Finalize Transition Plan

Finalize plan to transition AST's role in JSpOG to AJR. Execute and complete transition of AST (JSpOG) roles, responsibilities, and knowledge to AJR-11.

Target: Collaboration with the Office of Commercial Space (AST)

Execute and complete transition of AST (JSpOG) roles, responsibilities, and knowledge to AJR-11.

Activity: Integrate Commercial Space Transportation into the NAS

Develop and implement Time-Based Launch/Reentry Procedures (TBLP) and Dynamic Launch/Reentry Windows (DLRW) for integrating launch complex commercial space launch and reentry operations into the National Airspace System (NAS).

Target: Develop Time Based Launch/Reentry Procedures and Dynamic Launch/Reentry Window Procedures

Develop and implement TBLP/DLRW procedures at two additional U.S. launch/reentry sites, further integrating commercial space launches and reentries into the NAS, using lessons learned in FY20 CCAFS/KSC pilot project.

Target: Collaborate with Industry Stakeholders

ATCSCC Space Operations collaborates with industry partners to foster better understanding and collaboration. Engage with industry operators via virtual or in person meetings, contingent on participants' travel policy.

Target: Dynamic Launch/Re-Entry Windows Metrics

Develop preliminary metrics for Dynamic Launch/Re-Entry Windows (DLRW) and Time Based Launch Procedures.

Activity: Analytical Assessment of New Entrants

Develop analytical capabilities, metrics and reporting to effectively analyze the effectiveness of integration decisions and balance competing demands for airspace.

Target: New Entrant Performance

Define performance-reporting requirements for New Entrants.

Activity: Unmanned Aircraft Systems (UAS) Operations Security

Manage FAA concurrence of authorized federal security agency C-UAS technology integration into the NAS. C-UAS integration includes, but not limited to: intra- and inter- agency stakeholder engagement, federal policy development, implementation, and improvement, and risk assessment evaluation. Manage ATO security equities as it pertains to the continued integration of UAS into the NAS.

Target: UAS Planning

Influence consistent and measured ATC responses to hazardous UAS operations by increasing ATO stakeholder awareness of UAS security issues through the introduction and implementation of three new outreach mechanisms.

Target: UAS Detection and Mitigation

Decrease C-UAS submission evaluation workload requirement by 10%, without sacrificing the quality of work, in order to compensate for an anticipated increase in C-UAS submissions by authorized federal agencies.

Target: UAS Security Operations Integration

Develop four UAS security policies that support UAS integration programs in order to ensure security requirements are incorporated within those programs.

Initiative: Enhanced Resource Efficiency

Advance collaboration and integration across System Operations through personnel support, contract management, and financial services to add value for NAS stakeholders.

Activity: Finance and Budget

Manage budget formulation and execution while achieving a 95% success rate in the areas of Financial/Budget and Contract management. Provide standardized business services to System Operations while ensuring proper stewardship of allocated resources through internal control programs.

Target: Generate Financial Data

Provide biweekly reports identifying the status of funding allocations, commitments, and obligations for each program.

Target: Validate and Update Spend Plans

Validate and update Spend Plan Requirements monthly and provide financial reports to AJG-R31.

Target: Ensure Established Budget Variance

Ensure all Budget activities for System Operations remain within the overall 5% established variance.

Activity: Staffing and Recruitment

Establish program improvements that model a streamlined recruitment and staffing program for System Operations. Enhance workforce-planning activities to attract, develop and retain employees with the required skills and competencies that align with the organizations mission.

Target: Identify Key Milestones for Hiring

Identify and communicate key milestones for hiring non-mission critical occupations (MCO).

Target: Provide Monthly Gain/Loss Reports

Track AJR staffing target allocations and provide AJR Leadership monthly status reports highlighting projected losses and gains.

Target: Identify Strategies for Hiring Non-MCO's to Senior Leadership

Identify and communicate Top Tips for Hiring Non-MCOs to senior leadership.

Target: Initiate Draft of Three-Year Staffing Plan

Develop AJR-R initial draft of three-year staffing plan.

Target: Final Draft of Three-Year Staffing Plan

Develop AJR-R final draft of three-year staffing plan.

Activity: Customer Satisfaction

Establish program improvements that model a streamlined processes that focuses on customer satisfaction.

Target: Establish Customer Satisfaction Program Improvements

Develop and distribute to AJR stakeholders RPAS customer surveys to measure effectiveness. Review metrics; implement recommended or necessary changes to improve organizations performance.

Target: Improve Customer Satisfaction Program Effectiveness

Develop and distribute to AJR stakeholders RPAS customer surveys to measure effectiveness. Review metrics; implement recommended or necessary changes to improve organizations performance. Achieve 80% or great stakeholder effectiveness rating.

Activity: Resource Efficiency Reporting

Increase effectiveness of support functions through participating in AJR's development of personnel support, contract management, and financial services metrics.

Target: Financial Reporting Dashboard

Delivery Financial Reporting Dashboard that provides real-time reporting from Regis and Delphi and provides templates for developing Spend Plans.

Initiative: NextGen Distance Measuring Equipment (DME) Program

The NextGen Distance Measuring Equipment (DME) Program will provide a backup to Global Navigation Satellite System (GNSS) as part of a resilient navigation infrastructure to enable transition to a Performance Based Navigation (PBN) NAS. The program will install new DMEs to provide coverage and eliminate redundancy gaps. DME-DME Area Navigation (RNAV) service will be provided for Class A airspace and at the busiest Navigation Service Group (NSG) 1 and select NSG-2 airports. The expanded DME coverage will be sufficient for DME/DME-only navigation systems to fly RNAV routes and procedures, within the prescribed coverage areas and allow the FAA to remove the requirement for users to carry an Inertial Reference Unit (IRU) to conduct DME/DME RNAV operations. The need to check for critical DMEs within prescribed coverage areas will be eliminated.

Activity: Procurement and Installation of Distance Measuring Equipment (DME) Systems

Complete activities for successful procurement and installation of Distance Measuring Equipment (DME) Systems.

Target: Procure Distance Measuring Equipment (DME) Systems

Issue a Purchase Order for six (6) DME systems and obtain acceptance from the vendor.

Target: Install Distance Measuring Equipment (DME) Systems

Complete the installation of one (1) DME system.

Target: AJW-W Western Service Area support to install a Distance Measuring Equipment (DME) system.

Support activities to complete the installation of one (1) DME system in FY21.

Initiative: Surface Surveillance Portfolio Sustain 1 (SSPS)

The Surface Surveillance Portfolio Sustain 1 program has developed a portfolio implementation strategy for the technology refresh of Airport Surface Detection Equipment – Model X (ASDE-X), Airport Surface Surveillance Capability (ASSC), and Runway Status Lights (RWSL) systems and subsystems. The Portfolio consists of two programs – ASDE Sustainment and RWSL Sustainment. The portfolio has 36 projects that address aging systems and sensors obsolescence issues, security compliance, depleting spare parts inventory levels, and necessary technological updates. The ASDE Sustainment Program covers 44 airports and 6 support systems. The RWSL Sustainment Program covers 20 airports and 2 support systems

Activity: Runway Status Lights (RWSL) Sustainment, S11.01-04

The Runway Status Lights (RWSL) Sustainment program will address maintainability and obsolescence issues associated with RWSL. RWSL is a system that provides situational awareness of runway occupancy without interfering with normal airport operations. RWSL systems reduce the number of runway incursions by indicating to pilots and vehicle operations that the aircraft or vehicle would be in conflict with another aircraft or vehicle if it crossed the hold line or began its takeoff. The system integrates runway lighting equipment with ASDE-X and ASSC surface surveillance systems to provide a visual signal to pilots and vehicle operators indicating when it is unsafe to enter, cross, or takeoff from a runway. RWSL systems are currently operational at 20 airports.

Target: Runway Status Lights (RWSL) Field Lighting System (FLS) Master Light Controllers (MLC) & Individual Light Controllers (ILC) Replacement Testing - Factory Acceptance Testing (FAT) Completed.

Runway Status Lights (RWSL) Field Lighting System (FLS) Master Light Controllers (MLC) & Individual Light Controllers (ILC) Replacement Testing - Factory Acceptance Testing (FAT) Completed.

Activity: Airport Surface Detection Equipment (ASDE) Sustainment, S01.05-02

The ASDE Sustainment program will address maintainability and obsolescence issues associated with ASDE-X and ASSC systems. The existing ASDE-X systems at 35 airports and ASSC systems at 8 airports [1] are surface surveillance systems that use radar, multilateration, and Automatic Dependent Surveillance-Broadcast (ADS-B) to track aircraft and vehicles. By improving situational awareness, these systems help air traffic controllers prevent collisions and reduce runway incursions.

Target: Airport Surface Detection Equipment (ASDE) Sustainment Multilateration (MLAT) Divestiture - Conduct Safety Risk Management (SRM) Panel.

Airport Surface Detection Equipment (ASDE) Sustainment Multilateration (MLAT) Divestiture - Conduct Safety Risk Management (SRM) Panel.

Target: Airport Surface Detection Equipment (ASDE) Surface Surveillance Portfolio Sustain (SSPS) - ASDE-X/ASSC Baseline Restoration – Systems Requirements Review (SRR) Completed.

Airport Surface Detection Equipment (ASDE) Surface Surveillance Portfolio Sustain (SSPS) - ASDE-X/ASSC Baseline Restoration – Systems Requirements Review (SRR) Completed.

Activity: Surface Surveillance Portfolio Sustain 1 (SSPS)

The Surface Surveillance Portfolio Sustain 1 program has developed a portfolio implementation strategy for the technology refresh of Airport Surface Detection Equipment – Model X (ASDE-X), Airport Surface Surveillance Capability (ASSC), and Runway Status Lights (RWSL) systems and subsystems. The Portfolio consists of two programs – ASDE Sustainment and RWSL Sustainment. The portfolio has 36 projects that address aging systems and sensors obsolescence issues, security compliance, depleting spare parts inventory levels, and necessary technological updates. The ASDE Sustainment Program covers 44 airports and 6 support systems. The RWSL Sustainment Program covers 20 airports and 2 support systems.

Target: Submit Mid-Year Surface Surveillance Portfolio Review to the Governing body and Informed Members that provides status, milestones updates, and achievements of the projects within the portfolio.

Submit Mid-Year Surface Surveillance Portfolio Review to the Governing body and Informed Members that provides status, milestones updates, and achievements of the projects within the portfolio.

Initiative: DVT Sustainment Program

Explore the ability to sustain the Distance Measuring Equipment (DME)/ Very High Frequency Omni-directional Range (VOR) / Tactical Air Navigation (TACAN) (DVT) navigation aids and enter into contracts or partnerships with industry to provide the navigation services. Develop the Initial Program Requirements Document for DVT Sustainment Portfolio.

Activity: DME/VOR/TACAN (DVT)

The DVT program complete procurement of TACAN Antennas and complete specifications updates.

Target: Award the contract to procure TACAN antennas

Award the contract to procure TACAN antennas.

Target: Complete specifications for the DVT Program

Complete updates to the DME, TACAN Antenna and TACAN Transponder Specifications for the DVT Program.

Initiative: UAS Integration

Integration of UAS into the NAS

Activity: UAS Integration

Best practice for UAS flight operations under a UAS Flight program for DOT-wide use.

Target: Best Practices for Government UAS Flight Operations

Document best practices for UAS flight operations under a UAS flight program for DOT-wide use when commissioning UAS vendors for facility, infrastructure, modal-specific inspections, or other needed activities as approved by each mode.

Initiative: ATO Data and Analytics Modernization – Use information to Improve System Performance

AJT Business Analytics supports Air Traffic Services and the Air Traffic Organization (ATO) by establishing a working group to network, share information, and define capabilities and requirements to improve collaboration, which will reduce duplication of effort and ensure accurate and consistent results. ATO Data and Analytics Modernization (ADAM) group is fully established as of FY20 and leads several ATO-wide activities.

Activity: ATO Tableau Dashboard Management

Complete an inventory of existing ATO owned Tableau dashboards, gather insight into active sites and derive an approach to manage these sites going forward, including but not limited to consolidation and archiving. ADAM Steering Committee will work across service units to add similar targets for other service units, as applicable during FY21.

Target: Manage AJT owned Tableau Dashboards

Manage AJT owned Tableau sites by providing feedback on their content and by identifying consolidation opportunities.

Target: Manage AJG Owned Tableau Dashboards

Manage AJG owned Tableau sites by providing feedback on their content and by identifying consolidation opportunities.

Activity: Identify ATO authoritative data sources

Identify data sources, owners, users and purposes of data, and determine what sources of data are authoritative for analysis and reporting within the ATO. Develop documentation that defines and, as appropriate, describes data sources. As appropriate, establish data user groups. Produce a report and recommendations for senior ATO leadership. ADAM Steering Committee will work across service units to add similar targets for other service units, as applicable during FY21.

Target: Identify authoritative data sources

Work across ATO service units through the ADAM SC to identify data sources, users and purpose of data, and determine what sources of data are authoritative for analysis and reporting within the ATO. Develop documentation that defines and, as appropriate, describes data sources.

Activity: Coordinate across ATO service units to develop content for Consolidated Agency Resource Library (CARL)

Leverage ADAM's Steering Committee and members at large to continue the development of ATO content for FAA's Administrator level reporting and analytics Consolidated Agency Resource Library (CARL). ADAM Steering Committee will work across service units to add similar targets for other service units, as applicable during FY21.

Target: ATO dashboards for reporting and analytics

Identify relevant dashboards, metrics, reports to be used for ATO's CARL page with relevant content on performance reporting and analytics. Coordinate with ATO Officers' Group for feedback and approval.

Target: ATO dashboards for reporting and analytics (AJG)

Identify relevant dashboards, metrics, reports to be used for ATO's CARL page with relevant content on performance reporting and analytics.

Target: ATO dashboards for reporting and analytics (AJR)

Identify relevant dashboards, metrics, reports to be used for ATO's CARL page with relevant content on performance reporting and analytics.

Target: ATO dashboards for reporting and analytics (AJI)

Identify relevant dashboards, metrics, reports to be used for ATO's CARL page with relevant content on performance reporting and analytics.

Initiative: Alaskan Satellite Telecommunications Infrastructure (ASTI) Sustainment

Replacement of Antenna and/or Antenna Controllers completed at first site.

Activity: Alaskan Satellite Telecommunications Infrastructure (ASTI) Sustainment

Replacement of Antenna and/or Antenna Controllers completed at first site.

Target: Alaskan Satellite Telecommunications Infrastructure (ASTI) Sustainment

Replacement of Antenna and/or Antenna Controllers completed at first site.

Target: Alaskan Satellite Telecommunications Infrastructure (ASTI) Sustainment

Procurement of Antenna and/or Antenna Controllers.

Innovation

Lead in the development of innovative aerospace capabilities that improve the safety and performance of our nation's aerospace system

Development of Innovation

Encourage, coordinate, facilitate, and foster world-class research and development to enhance the safety, security, and performance of the Nation's transportation system.

Initiative: Airspace Authorizations

The FAA will enable the safe integration of Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS)

Activity: UAS Authorizations

The FAA will enable the safe integration of Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS) while refining processes that allow UASs to operate

Target: Part 107 Authorizations

Process 95% of manual Part 107 Airspace Authorizations within the 90-day timeline mandated by Congress.

Initiative: Enterprise Solutions and Engineering

The Time-Division Multiplexing to Internet Protocol (TDM-to-IP) Migration program will begin the systems interface development work in order to modernize National Airspace System (NAS) Systems to be IP-compatible. More than 90 percent of the 23,000 services obtained under the FAA Telecommunications Infrastructure (FTI) contract are TDM-based. FTI makes extensive use of the infrastructure of commercial Telecommunications carriers to reach more than 4,000 facilities operated by the FAA within the Continental United States (CONUS) and outside the CONUS (OCONUS).

Activity: Enterprise Solutions and Engineering: TDM-IP Migration

Modernize the system communications interface of NAS systems to be IP-compatible as part of the standard technology refresh process: As these carriers phase-out TDM-based infrastructure and migrate to IP-based technology, the potential impacts to the FAA are significant because the majority of NAS services are dependent upon the precision timing, deterministic performance, and low latency of TDM-based services.

Target: TDM to IP System Portfolio

Establish program level agreements for 5 legacy TDM based NAS systems.

Target: TDM to IP Network Portfolio (RTIR)

Transition AT&T remote configuration software management tool from Network Reconfiguration Service (NRS) to CNM (824 sites)

Initiative: Space Integration

Examine characteristics of space vehicle operations and determine whether changes are needed to airspace.

Activity: Space and Upper E traffic management Planning

Conduct ATO Corporate Planning for the NAS integration of Upper E Traffic Management (ETM) and Space Launch/Re-entry Operations.

Target: ATO NAS Integration

Deliver the initial set of operational goals and objectives for the integration of aerospace vehicles transiting the NAS to operate in upper E.

Target: NITRO ATO Corporate Plan

Deliver version 1.0 of the NITRO ATO Corporate Plan addressing aerospace vehicle operations transiting the NAS to operate at and recover from upper E and space.

Activity: ATO Space Roadmap

Conduct monthly stakeholder's engagement and maintain an ATO Space roadmap.

Target: ATO Roadmap for Space Operations in the NAS

Collaborate and coordinate with ATO Service Units, and other stakeholders to produce and maintain an ATO space roadmap that outlines ATO space-related activities and the corresponding supporting activities to enable the integration of safe and scalable Space Operations in the NAS.

Activity: Enabling Space Operations Integration

Enable integration of space operations into the NAS through evaluating existing technologies/programs for their candidacy in future acquisitions.

Target: Evaluating SDI Phase II

Lead a stakeholder team in evaluating SDI Phase II acquisition artifacts for inclusion in future Space Integration Capabilities investment; leading to a report of findings.

Target: ATO NAS Impact Analysis

In coordination with System Operations Services (AJR), and Air Traffic Services (AJT), Mission Support Services (AJV) will use the MITRE research on ATO NAS impact analysis of proposed commercial space launch and reentry sites, and complete review and acceptance of MITRE deliverable, identify which orders will need to be updated, and submit draft Document Change Proposals (DCPs) for the updates.

Target: Acceptable Level of Risk (ALR) concept in the Oceanic environment

Provide standards and procedures support to update and develop procedures and FAA Orders to address mitigations included in the FAA's Acceptable Level of Risk (ALR) concept in the Oceanic environment

Initiative: ATO UAS Services Plan Priority 1 – Drive UAS Integration

UAS concepts like UAS Traffic Management (UTM) and Advanced Air Mobility (AAM) are defining future NAS architectures to accommodate new NAS users. The ATO is looking at these concepts to identify the air traffic services required to enable these concepts and working with stakeholders early to ensure successful concept execution. The ATO is looking at its core services to identify the changes necessary to accommodate increased and varying UAS operational types. This includes looking at NAS infrastructure (e.g. spectrum, communications) to identify implications for UAS use of these along with ensuring the ATO's support processes are equipped to assess UAS (e.g. safety risk management processes and outreach/training).

Activity: Assess UAS industry recommendations and incorporate into ATO services plan.

Develop planning for UAS operational capabilities and mission types in support of normalizing UAS operations, planning for operational concepts and requirements, as well as planning for addressing ATO-related legislation and approved recommendations from external entities (e.g. DAC, ARC, & Standards Development Groups (e.g. RTCA)).

Target: Aviation Rulemaking Committee (ARC)

Assess UAS in controlled airspace Aviation Rulemaking Committee (ARC) for inclusion into ATO UAS services plan.

Activity: Develop an ATO UTM Strategy

Identify UTM / ATM interactions including safety requirements and support ATO planning of UTM services.

Target: UTM ConOps version 2.0

Conduct a consolidated ATO assessment of the UTM ConOps version 2.0 and deliver initial report defining the ATO engagement activities to support the evolution of the UTM ConOps and AUS UTM Implementation Plan (Jan 2021).

Target: Version 1.0 of the UTM ATO Corporate Plan

Deliver version 1.0 of the UTM ATO Corporate Plan addressing the integration of UTM operations into the NAS.

Activity: Develop an ATO Urban Air Mobility (UAM) Strategy

Support NASA engagement and explore the impact of Advance Air Mobility (AAM) integration on the current air traffic system (including rules and regulations).

Target: UAM ATO Corporate Plan

Deliver Draft Version 1.0 of the UAM ATO Corporate Plan addressing the integration of UAM operations into the NAS.

Activity: Collaborative Innovation (CoECI) challenge

Complete NASA Center of Excellence for Collaborative Innovation (CoECI) challenge.

Target: NASA Challenges

Receive final deliverable of the NASA Center of Excellence for Collaborative Innovation (CoECI) challenge.

Activity: Capability to correlate RID information to registration data

Develop a correlation capability to correlate RID information to registration data. This activity will be part of routine updates to the geospatial attributes of Low Altitude Authorization and Notification Capability (LAANC).

Target: UAS Data Correlation

Deploy UAS Data Correlation Service.

Activity: Provide semi-annual UAS hot topic briefings

Provide semi-annual UAS hot topic briefings at District/General Manager meetings and a separate more thorough briefing to operational management.

Target: Provide semi-annual briefings

Provide semi-annual briefings to a targeted audience of GM/AGM level attendees of current UAS initiatives, policies, guidance and trending topics. The first briefing is conducted by March 31, 2021, the second is conducted no later than August 31, 2021.

Target: ATM/OM Briefings

Provide annual or by request, briefings to a targeted audience of ATM/OM level attendees.

Activity: As new concepts, policies and entrants enter the NAS, determine the training requirements for field personnel

Identify the training needs related to UAS concepts and technologies as new policies or operational types enter the NAS. Engage with predetermined facilities to survey and interview workforce.

Target: Ascertain potential training gaps

Utilize processes such as Gap Analysis, surveys, forum feedback or other suitable methods to ascertain potential training deficits. Interact with multi-level field facilities to ensure all ATC facility operational levels are accounted for.

Target: Training products

Support modification of current training products and assist in the development of new training as required for Air Traffic operational personnel.

Activity: UAS Radio Frequency Assignments

Manage the FAA's UAS Radio Frequency Assignments.

Target: UAS Roadmap

UAS roadmap -The finished product will be a roadmap (procedure/process) that is shared across the LOBs.

Activity: SRM Activities for UTM CONOPS

Review UTM CONOPS and identify/instruct the necessary safety risk management (SRM) activities to support execution of the concept.

Target: Facilitate Panels and Coordinate Data

Further the FAA's mission of safe integration of UAS operations by facilitating SRM panels in alignment with strategic initiatives, collaborating with stakeholders, coordinating data to support safety assessments, and setting national policy that improves upon the safety process specific to UAS.

Activity: Safety risk management activities on drone collisions

Conduct safety risk management activities on drone collisions by identifying probability/severity in support of UAS integration. Develop new hazard tables for the assessment of risk for UAS operations. Input requirements into safety management system (SMS) manual.

Target: Conduct Risk Analysis

Extend the UAS risk analysis to General Aviation aircraft, update risk matrix, develop user-friendly automation tool to determine collision risk from combination of severity and likelihood.

Activity: UAS Taxonomy for MOR Reports

Update taxonomy for the categorization/classification and identification of UAS. Taxonomy will support mandatory occurrence report (MOR) reports.

Target: Develop Taxonomy

Complete taxonomy of UAS sighting terminology and update Mandatory Occurrence Reporting form in CEDAR accordingly.

Activity: UAS Reporting Automation Program (URAP)

Establish, develop and enhance the UAS Reporting Automation Program (URAP) to improve UAS reporting by combining CEDAR and SKYWATCH entries and reducing redundancies.

Target: Demonstration of Prototype

Demonstration of prototype.

Target: Prototype Rollout

Rollout URAP version 1.

Initiative: ATO UAS Services Plan Priority 3 – Normalize VLOS/BVLOS / (MOSAIC)

Increased UAS integration and growth of mission types will require expansion from UAS operations limited to visual line of sight to beyond visual line of sight (BVLOS) operations. The ATO is facilitating a lost-link working group to identify recommendations for standardization of NAS-wide UAS lost-link procedures. This priority supports the ATO's involvement with amendments to 14 CFR Part 91.113 to allow for BVLOS without waiver or exemption. The ATO is planning future research on expectations for air traffic services provided to UAS during BVLOS operations in anticipation of a scalable approach to BVLOS in the future.

Activity: CFR 91.113 Waiver Review

Ensure requests for waiver to CFR 91.113 are reviewed and processed within 120 days of receipt of an applicant's submission. Report metric information monthly briefings and reports.

Target: Completion of CFR 91.113 Waiver Processing

Establish and meet 80% performance metric for completion of Part 91.113 requests submitted for BVLOS applications within 120 days.

Initiative: Cyber Security - Vulnerability Management Processes

Continuously enhance the FAA's NAS Cybersecurity posture through the centralized prioritization of remediation activities. The ATO Cybersecurity Executive will collaborate across the ATO to ensure that cybersecurity investment decisions are applied to systems and services that present the highest risk to the NAS environment while factoring in the ATO's mission. Evolve mitigation strategies to safely secure FAA infrastructure to reduce cybersecurity risks by determining the likelihood of a security breach and potential impacts to networks and systems.

Activity: Vulnerability Management Processes

Protect and defend FAA information, information systems and networks to mitigate risks to the FAA mission and services.

Target: Enterprise Secure Operational Support Environment

Establish Enterprise Secure Operational Support Environment (OSE), its Office of Primary Responsibility (OPR), and the processes to prioritize systems to onboard to the Secure OSE at WJHTC.

Target: Secure OSE Development

Continue to develop Secure OSE at the Mike Monroney Aeronautical Center. Complete 100% of internal core network installations. Complete network virtualization.

Target: FISMA Operations

Achieve authority to operate (ATO) for 76 systems.

Target: Cybersecurity and Privacy Policy

Establish a cross organizational working group consisting of representatives from the CSC WG to specify the organization, structure, content, of the FAA Cybersecurity and Privacy Policy and to restructure the FAA Order 1370.121A. into more manageable documents.

Target: FAA's High Value Assets

Address 95% of the FAA's Internet accessible high value assets with critical and high vulnerabilities in accordance with DHS BOD 19-02. Provide monthly updates to the Cybersecurity Steering Committee.

Target: Cyber Security Steering Committee

Coordinate with Cybersecurity Steering Committee (CSC) representatives to review the results of the National Academy of Sciences cybersecurity workforce study, develop an implementation plan, and prepare a report to Congress. Submit to AFN-1 for review and comments.

Initiative: ATO UAS Services Plan Priority 2 – Enable UAS Operations At or Near Airports

Commercial UAS applications continue to create new opportunities and add significant value to airport operations. Airports will benefit greatly from current UAS use in perimeter security, facility surveying and inspection, and emergency response support. The FAA work under this priority establishes first the national policy and changes for how ATM will make informed decisions for UAS operations on movement and non-movement areas for both Part 107 and Part 91 operations. Further, under this focus area, ATO will also be determining how to utilize commercial UAS services to perform core missions. The ATO is looking to operationalize the use of commercial UAS services in the airport environment for certain functions like technical operations maintenance and infrastructure inspection. ATO will develop required processes and procedures for agency-wide use of commercial UAS vendors for flight inspections and facility maintenance inspections/surveillance of FAA towers, radars, buildings, and other assets, leveraging the development of the national on-airports policy.

Activity: National On-Airport Policy, Processes and Procedures for UAS

ATO service units are working collaboratively to enable the national use of UAS on and/or near airports for a variety of mission types. In FY21, ATO will develop required processes and procedures for agency-wide use of commercial UAS vendors for flight inspections and facility maintenance inspections/surveillance of FAA towers, radars, buildings, and other assets. ATO is to leverage the development of a national on-airports policy to accomplish this strategic priority. When fully developed, the policy will provide clear guidance for safely allowing on and near airport UAS operations for multiple uses, including aircraft inspections and maintenance parts delivery.

Target: Development and Update to Procedures

Publish National Policy for airspace access for UAS operations at or near airports.

Target: Use cases for maintenance and inspections

Develop UAS maintenance implementation plan and data management plan to support Technical Operations use cases for maintenance and inspections.

Target: Phase 1 of UAS inspections

Complete Phase 1 of UAS inspections to support the evaluation of UAS applications for on-airport operations.

Target: Effectiveness of risk mitigations associated with the national use of UAS

Assess available data sources, and conduct data analyses to determine effectiveness of risk mitigations associated with the national use of UAS on and/or near airports across FAA approved mission types.

Target: Support development and update to policy and procedures

Participate in the development and the update to policy and procedures related to UAS operations at or near airports.

Activity: National Policy on Airspace Access for UAS

The use of commercial UAS services in support of ATO's flight inspection and technical operations missions is a large undertaking and has the potential to change the way the FAA uses its resources for safely maintaining and improving the NAS. This begins with national policy to lay the foundation for what the ATO requires from UAS operators seeking to operate at or near airports.

Target: Document Change Proposal to FAA Order JO 7210.3.

Develop procedures to establish national policy for UAS operations on or near airports for a variety of mission types. Submit document change proposal(s) to appropriate ATO policy orders to implement UAS operations on or near airports.

Target: Document Change Proposal to FAA Order JO 7200.23.

Develop and submit for publication a Document Change Proposal (DCP) to JO 7200.23 to incorporate policy for the pre-approved UAS operating areas for low altitude operations under Part 91.

Initiative: ATO UAS Services Plan Priority 6 – Improve and Automate Airspace Access Requests

The present mix of manual and automated processing is not sustainable in the long run without policy and rulemaking changes. To that end, automation improvements are needed as manual processing of authorizations and waivers continue to climb even with Low Altitude Authorization and Notification Capability (LAANC) automation in place at the vast majority of towered facilities. Focus is needed in this area to develop an integrated solution that streamlines the steps required to efficiently process applications for airspace access. The focus is on improving process and automating where practicable, airspace access authorizations and waivers, including 91.113 Beyond Visual Line of Sight waivers. These changes not only lead to UAS being truly integrated into the NAS, but ultimately lead to streamlined access for proponents into the NAS.

Activity: Improve and Automate Operational Approval Processes

Establish working group to identify/explore where efficiencies can be gained for UAS operational requests under 14 CFR Part 91, 14 CFR Part 107 and Section 44809. Identify how business practices and/or policy for processing operational requests can be done more efficiently and uniformly across CFR Parts and potentially eliminate the need for review/approval of individual applications. Deliver recommendations on improvements to UAS operational requests.

Target: Review of Waiver Applications for Streamlining

Review previous Part 91 BVLOS waiver applications and identify common elements needed for approvals. Organize common elements to develop templates to standardize and expedite the processing of Part 91 BVLOS applications.

Initiative: Communication Services

Develop, document and implement efficient and effective fulfillment and support processes for video teleconference room request(s).

Activity: Develop and execute a charter

Develop and execute Documentation for video teleconference room request(s).

Target: Communication Services

Develop and execute a charter signed by APM-1, AIF-1 and AJM-3, for a formal Video teleconferencing Special Program Management Office (SPMO) who is charged with overseeing the delivery, support and modernization of Video teleconferencing service moving forward.

Target: Communication Services

Develop, document and implement efficient and effective fulfillment and support processes for video teleconference room request(s).

Target: Communication Services

Develop and present to the ITSSC for approval, LOB/SO-specific video teleconference room candidates (conference room inventory) to assist in the development of their out-year modernization plans

Initiative: ATO UAS Services Plan Priority 4 – Develop Geospatial Capability

The ATO received several requests focused on enhancements to existing capabilities and new capabilities for managing UAS geospatial information. The ULT and ATO Directors Forum approved an approach for a single enterprise capability to address these operational needs in 2019. The ATO is supporting a mandate to establish a process to allow applicants to petition the FAA to prohibit or restrict the operation of UAS in close proximity to a fixed site facility. This effort also highlights the need for a geospatial enterprise capability within the FAA and ATO to manage the UAS geospatial needs. The FAA's Low Altitude Authorization and Notification Capability (LAANC) is another important part of this priority. Updates to the geospatial attributes of LAANC are ongoing and vital to continued success. The ATO continuously improves the LAANC tool through updates to the UAS facility maps and other tool features.

Activity: Managing UAS Geospatial Information

Conduct a Needs/Alternatives Analysis for an enterprise capability to manage UAS geospatial information, which considers operational need for the submission, management, and publication of shape files associated with managing UAS Geospatial Information.

Target: Enterprise UAS Geospatial Concept

Develop and Document Operational Needs/Shortfalls in support of the Enterprise UAS Geospatial Concept.

Activity: UAS Geospatial Concept draft Preliminary Program Requirements

Perform Functional Analysis and decompose Preliminary Program Requirements Document (pPRD) for enterprise capability for managing UAS geospatial information.

Target: Enterprise UAS Geospatial Concept

Develop draft pPRD artifact in support of the Enterprise UAS Geospatial Concept.

Activity: LAANC improvements

Implement LAANC improvements including:

- Complete O&M Enhancements for reporting on system health and metrics
- Deploy Common Authentication Service
- Deploy ArcGIS enterprise server in support of LAANC
- Complete annual LAANC Software enhancements and USS Upgrade Onboarding
- Complete LAANC UI development for mobile (iPad) use

Target: LAANC on iPad

Complete LAANC UI development for mobile (iPad) use.

Target: LAANC Onboarding

Open LAANC Onboarding Period for USS Applicants.

Activity: Expand LAANC access

Expand LAANC access to more users and providers:

- Support DoD LAANC evaluation at designated facilities
 - Open LAANC Onboarding Period for USS Applicants

Target: LAANC at DoD Sites

Support DoD LAANC evaluation at designated facilities.

Activity: Quad Grid UASFM Implementation in LAANC

Implement Quad Grid UASFM Implementation in LAANC.

Target: Quad Grid UASFM Implementation in LAANC

Implement Quad Grid UASFM upgrades in LAANC and USSs.

Initiative: ATO UAS Services Plan Priority 5 – Standardize UAS Operations with Security Stakeholders

The ATO must advance aviation and airport safety and security and work across industry and government on steps to safeguard airports from UAS incursions. With this focus area, the ATO places a heavy emphasis to address safeguarding airports from the threat of UAS while simultaneously ensuring that safe integration of UAS operations into airports can proceed. The FAA must ensure technologies associated with UAS operations maintain the utmost level of security (e.g. detection, mitigation, and risk management). The ATO must establish, develop and maintain processes for engagement with stakeholders including Federal entities and support efforts associated with regulatory, policy, requirements and specifications for detection and mitigation of UAS hazards to the NAS.. The ATO is defining processes for engagement with Federal entities who are deploying and using C-UAS technologies at sensitive locations and working with the Office of Airports (ARP) and the Office of NextGen (ANG) to deploy trial systems at U.S. airports to assess, test, and evaluate the impact of detection and mitigation systems on the NAS.

Activity: C-UAS Interagency Coordination

Coordinate with external agencies (i.e. DHS/DOJ) to develop Roadmaps, Objective Standards, and Concept of Operations for the use of C-UAS. Receive and document external agency counter UAS policies.

Target: Joint C-UAS policy

Finalize Joint C-UAS policy with DOJ/DHS and respective proponents.

Activity: C-UAS Use in the NAS

Develop ATO position and/or policy on the use of C-UAS technologies in the NAS. Conduct shortfall analysis or identify gaps for C-UAS use within the NAS.

Target: Draft ATO UAS position

Complete draft ATO position and/or policy for the use of C-UAS in the NAS.

Target: C-UAS analysis

Complete table top/shortfall analysis for the use of C-UAS in the NAS.

Activity: Security Gap Analysis

Develop, coordinate, and analyze data from a Simulated Experiment (SIMEX) to address security gap analysis.

Target: SIMEX/DASE Planning Development

Develop and establish organized approach of phase A and phase B for SIMEX/DASE planning.

Target: Complete SIMEX/DASE Planning

Completion of phase A and phase B.

Target: Finalize Analysis for SIMEX/DASE

Finalize analysis and associated efforts for SIMEX/DASE through recommendations and final report.

Activity: C-UAS Streamlining Mechanisms

Identify, develop, and implement streamlining mechanisms in order to reduce manual C-UAS review workload requirements.

Target: Identify Potential UAS Streamline Mechanism

Identify potential streamline mechanisms through research of automation tools and process development.

Target: Draft Streamlined Policy/Procedural Recommendations

Develop draft streamlined policy/procedural recommendations for ATO leadership direction.

Deployment of Innovation

Accelerate and expand the deployment of new technologies and practices by reducing barriers to innovation and actively promoting innovations that enhance the safety and performance of the Nation's transportation system.

Initiative: Consolidation and Realignment of FAA Services and Facilities (Section 804)

Examine existing services to implement a rebalancing of our operations. Reduce the infrastructure footprint by consolidating and modernizing facilities.

Activity: Section 804: Establish Consolidation Timelines for Two Facility Consolidations

Collaborate with AJW-2 to establish consolidation plans for two TRACON consolidations.

Target: Start Project Planning for Reading (RDG) TRACON consolidation into Harrisburg (MDT) ATCT

Finalize the Requirement Document Workbook (RDWB), Identify Engineer, Program Implementation Manager, Local Agency and NATCA Project Leads.

Target: Start Project Planning for Elmira (ELM) TRACON and Binghamton (BGM) TRACON consolidation into Wilkes-Barre/Scranton (AVP) ATCT

Finalize the Requirement Document Workbook (RDWB), Identify Engineer, Program Implementation Manager, Local Agency and NATCA Project Leads.

Initiative: Air Traffic Services – Operationalize NextGen

Collaborate across service units to resolve field concerns and provide subject matter expertise as necessary.

Activity: Initial Trajectory Based Operations (iTBO) Change Management

Optimize the Change Strategy plan for the next regional area implementation: NEC and DEN. TBO is Time Based Management (TBM) plus Performance Based Navigation (PBN).

Target: Initial Trajectory Based Operations (iTBO)

Sustain and enhance the training of the Change Strategy Team. This effort includes facility and associated district outreach for NEC Initiatives and DEN Initiatives.

Target: Initial Trajectory Based Operations (iTBO)

Continue the training and support of the Field Implementation Teams at two new areas: NEC and DEN. Work with facilities on their TBO and Evolution plans.

Activity: The Northeast Corridor (NEC)

Improve departure management for flights destined to LGA.

Target: The Northeast Corridor (NEC)

Improve departure management for flights destined to LGA.

Activity: Standards & Procedures Support for Time Based Flow Management (TBFM)

Enhance the FAA's efficiency and optimize demand and capacity by supporting the expansion of TBFM and its capabilities to additional locations in the NEC.

Target: Standards & Procedures Support for Time Based Flow Management (TBFM)

Support future implementation of Time Based Flow Management (TBFM) capabilities by participating in at least one TBFM customer forum.

Target: Standards & Procedures Support for Time Based Flow Management (TBFM)

Support the implementation of one Integrated Departure and Arrival Capability (IDAC) at DEN.

Target: Standards & Procedures Support for Time Based Flow Management (TBFM)

Support the implementation of Integrated Departure and Arrival Capability (IDAC) at a second site.

Activity: Consolidated Wake Turbulence (CWT)

Implement Wake Recategorization at planned sites by the end of Fiscal Year (FY) 2021. This will be done in collaboration with AJV-P, AJM-2 and ANG-C.

Target: Consolidated Wake Turbulence

Implement Consolidated Wake Turbulence at two (2) facilities.

Target: Consolidated Wake Turbulence

Implement Consolidated Wake Turbulence at four (4) additional sites.

Initiative: Voice Switching and Control System (VSCS) Tech Refresh Phase 4

Voice Switching and Control System (VSCS) controls the switching mechanisms allowing controllers to select the communication channel needed to communicate with pilots, other controllers, other air traffic facilities, and commercial telephone contacts. Controllers need to be able to quickly select the proper channel, to communicate with pilots, coordinate with other controllers and/or contact emergency services as necessary. The VSCS Technology Refresh program will replace/upgrade hardware and software components for the voice switching systems in all 21 en route air traffic control centers. The real time Field Maintenance/Testing System at the FAA William J. Hughes Technical Center (WJHTC) and the Training System at the FAA Academy will also be upgraded to perform the same as an operational site. These upgrades will ensure the air-to-ground and ground-to-ground communications capabilities are reliable and available for separating aircraft, coordinating flight plans, and transferring information between air traffic control facilities in the en route environment. To date, this program has replaced the VSCS internal control systems, updated the obsolete language used in some software programs, and replaced the VSCS Timing and Traffic Simulation Unit at the FAA WJHTC. This WJHTC test bed is being used to test the capabilities of the upgraded systems to determine if they meet the formal baseline requirements established for VSCS performance before they are deployed to operational field facilities. VSCS Technology Refresh Phase 3 (P3) will be dependent upon engineering analysis which will include Ground-to-Ground (G/G) node reduction efforts (approximately 10 nodes), Fiber Optic Tie Trunk (FOTT) power supply replacements (approximately 500 supplies), Local Area Network (LAN) Transceiver retrofits (approximately 7,000), and the PLM to C software conversion for the Air-to-Ground (A/G) switch. A Final Investment Decision for VSCS Technology Refresh P3 was approved Nov. 2012.

Activity: Voice Switching and Control System (VSCS) Sustainment 4

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

Target: C29.01-03: VSCS Sustainment 4 Legacy Voice Switch Sustainment (LVSS) Portfolio

Reach VSCS VTABS VPSS Tech Refresh Production Decision.

Target: C29.01-01: Voice Communications Systems Phase 1

Release draft APC SIR for the Voice Communications Systems acquisition(s).

Target: C29.01-03: VSCS Sustainment 4 Legacy Voice Switch Sustainment (LVSS) Portfolio

Reach VSCS VIK Tech Refresh: Production decision

Target: VSCS Sustainment 4 Legacy Voice Switch Sustainment (LVSS) Portfolio

VSCS Workstation Replacement: Critical design review (CDR) completed

Target: VSCS Sustainment 4 Legacy Voice Switch Sustainment (LVSS) Portfolio

VSCS VIK Tech Refresh: Production decision.

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.

Activity: Expand Communications Facilities Enhancement (CFE)

Expand Communications Facilities Enhancement (CFE)

Target: Communications Facilities - Sustain (CF-S)

Complete one CF-S projects.

Initiative: Next-Generation VHF A/G Communications System (NEXCOM) - Segment 2-Phase 1

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.

Activity: Next-Generation VHF A/G Communication System (NEXCOM2) - Phase 2

Next-Generation VHF A/G Communication System (NEXCOM2) - Segment 2 Phase 1: Deploy Terminal and Flight Services Air Traffic Control Radios. Deploy 1500 Terminal and Flight Services Air Traffic Control Radios.

Target: NEXCOM Phase 2

Achieve Operational Readiness Decision (ORD) at 40 NEXCOM sites in support of Q1 FY22 APB Milestone to complete 315 sites (December 2021).

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.

Activity: Airport Cable Loop Systems Sustained Support

Airport Cable Loop Systems Sustained Support. Install fiber optic cable loop.

Target: Airport Cable Loop (ACL)

Complete one ACL project.

Initiative: Aviation Surface Weather Observation Network (ASWON) Technology Refresh

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.

Activity: Aviation Surface Weather Observation Network (ASWON) Sustainment 2

Aviation Surface Weather Observation Network (ASWON) Technology Refresh

Target: IARD for Aviation Surface Weather Observation Network (ASWON) Sustainment 2

Complete Investment Analysis Readiness Decision (IARD)

Initiative: Weather Radar Program NEXRAD

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 until 2030. 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.

Activity: NEXRAD- Sustainment 1

The NEXRAD SLEP program includes four projects as detailed below: Signal processor (replacement) Radar Transmitter (refurbishment) Radar pedestal (refurbishment) NEXRAD facilities including structures, buildings, security fences, and access roadways (refurbishment).

Target: NEXRAD- Sustainment 1

Complete One (1) Pedestal Refurbishment

Initiative: Integrated Enterprise Service Platform (IESP)

Integrated Enterprise Service Platform (IESP)

Activity: IESP- Enhance hosting capability

IESP- Enhance hosting capability

Target: Integrated Enterprise Service Platform (IESP)

Upgrade IESP HP OpenView monitoring suite to ensure supportability by the vendor and enhance monitoring capabilities for NEMC Tech Ops specialists.

Initiative: Air Ground Media Gateway

Air Ground Media Gateway (AGMG)

Activity: Air Ground Media Gateway (AGMG) Development

Air Ground Media Gateway (AGMG) Development

Target: A34.01-02: Air-To-Ground Media Gateway (AGMG) Phase 2

Complete Storage of Hardware for First Site Delivery.

Target: M56.01-02: Air Ground Media Gateway (AGMG) Development and Qualification

Complete Functional Configuration Audit (FCA)/Physical Configuration Audit (PCA).

Initiative: SWIM Segment 2C

Develop Final Migration Plan for SWIM Cloud Distribution Services (SCDS).

Activity: SWIM Segment 2C

Develop Final Migration Plan for SWIM Cloud Distribution Services (SCDS).

Target: SWIM Segment 2C

Complete Service Acceptance for S2A Tech Refresh to HP GEN10.
Perform tech refresh of HP GEN10 Servers at 10 planned locations (ACY, FNTB, HSV, MSACY, MSOEX, MSPNOCC, OEX, SLC, ZLC, ZTL).

Target: SWIM Segment 2C

Complete NCR Initial Operational Capability. This milestone includes system implementation with key site acceptance testing (KSAT), a prerequisite to achieving Initial Operating Capability (IOC) for the NCR system.

Target: SWIM Segment 2C

Complete Initial Operational Capability for IAM Enterprise Authorization Service (IAMEAS) - (Authorization) Capability (IAM Phase 2B).
IAM will attain the Initial Operational Capability which enforces NEMS access control for JMS Consumers.

Target: SWIM Segment 2C

Completion of Independent Risk Assessment and Testing Team (IRAT) Scan required for deployment of SWIFT Portal V2.

Initiative: Data Comm - Segment 1 Phase 2 Initial En Route Svc

The remainder of the Initial Services waterfall will be re-planned due to the impacts from COVID-19. The program will not achieve the last site IOC prior to the Feb 2021 APB milestone due to the impacts of COVID-19. The En Route Initial Services waterfall is estimated to complete in Sept 2022 and may further move to the right depending on when the program team can restart the deployment once facility restrictions are removed and FAA executive management authorizes continued site implementation activities.

Activity: Data Comm - Segment 1 Phase 2 Initial En Route Svcs

The remainder of the Initial Services waterfall will be re-planned due to the impacts from COVID-19. The program will not achieve the last site IOC prior to the Feb 2021 APB milestone due to the impacts of COVID-19. The En Route Initial Services waterfall is estimated to complete in Sept 2022 and may further move to the right depending on when the program team can restart the deployment once facility restrictions are removed and FAA executive management authorizes continued site implementation activities.

Initiative: Data Comm - Full En Route Svcs

Continuing solution development and testing for S1P2 Full En Route Services. Work is proceeding with the prime vendor in a virtual environment during COVID-19. The deployment strategy for Full Services will be delayed due to the Initial Services schedule slips as well as the impacts to the ERAM release plan due to COVID-19. The first and last site IOC dates are projected to move one year to the right and may move further depending on the duration of the impacts to the Initial Services waterfall and the ERAM release schedule.

Activity: Data Comm - Full En Route Svcs

Continuing solution development and testing for S1P2 Full En Route Services. Work is proceeding with the prime vendor in a virtual environment during COVID-19. The deployment strategy for Full Services will be delayed due to the projected Initial Services schedule slips as well as the impacts to the ERAM release plan due to COVID-19. The first and last site IOC dates are projected to move one year to the right and may move further depending on the length of the impacts to the Initial Services waterfall and the ERAM release schedule.

Target: Data Comm - Full En Route Svcs

Development, test and evaluation complete. Completion of ERAM contractor testing, which will be conducted with participation by the ERAM second level engineering test team.

Initiative: Regions (ARA) Support for Northeast Corridor (NEC)

Support agency efforts to harness NextGen capabilities at focused implementation sites to improve infrastructure, schedule reliability, and reduce delays within the Northeast Corridor.

Activity: Internal Activity: Support Improvements in the Northeast Corridor (NEC)

Support ARA in providing program management support and coordination to assist in the prioritization of activities that support the Northeast Corridor Initiative. The Northeast Corridor includes Boston, NY, PHL and DC.

Target: Support Improvements in the Northeast Corridor (NEC)

Support the NextGen Internal Working Group (NIWG) to facilitate implementation of NEC initiatives including furthering development of an RNAV replacement for LGA 31 Expressway Visual that provides vertical guidance and access for most aircraft. Integrate FY21 activities into the Integrated Master Schedule to minimize operational impact.

Initiative: FAA Enterprise Network Services (FENS)

The FAA has ongoing and evolving needs for highly-available and secure communications, information services, and networking capabilities that are essential to NAS operations and agency administration. The FAA has always depended on the commercial telecommunications sector to provide the needed solutions, contracting out these services through the FAA Telecommunications Infrastructure (FTI) program. The FAA Enterprise Network Services (FENS) program, which is intended as a follow-on program to FTI, will enable the FAA to continue to meet its communications, information services, and networking needs - while realizing cost benefits and keeping pace with the accelerating transition of the commercial telecommunications sector from existing time division multiplexing (TDM)-based technology to Ethernet and/or internet protocol (IP)-based services in the access and transport segments. In providing Ethernet/IP-based services instead of TDM-based services, FENS will provide the modern telecommunications infrastructure required to enable the FAA's advanced information management requirements, as envisioned through the NextGen Mid-Term Concept of Operations (CONOPS).

Activity: FAA Enterprise Network Services (FENS)

Achieve Initial Investment Decision (IID) in support of FENS Screening Information Request (SIR) and fully analyze two alternatives - Integrated Service Delivery Model and Partitioned Service Delivery Model.

Target: FAA Enterprise Network Services (FENS)

FID artifacts ready for review by Q4 FY 2021.

Initiative: Spectrum

As part of a cross-agency team, the FAA will assess the feasibility of making bandwidth available for reallocation for non-federal use through the Spectrum Efficient National Surveillance Radar (SENSR) program.

Activity: Spectrum Efficient National Surveillance Radar (SENSR) program, S16.01-01

Assess the feasibility to improve utilization of radio spectrum and make it available for shared or non-federal use through means such as consolidating surveillance radars through initiatives such as the Spectrum Efficient National Surveillance Radar (SENSR) whose goal is to provide up to 50 MHz of spectrum in the 1300-1350 MHz band for Federal Communications Commission (FCC) auction in support of the 2015 Spectrum Act.

Target: Conduct targeted industry engagement.

Spectrum Efficient National Surveillance Radar (SENSR) - Conduct targeted industry engagement via Request for Information (RFI), vendor telcons, correspondence.

Target: Complete Market Analysis Report.

Complete Market Analysis Report for the Spectrum Efficient National Surveillance Radar (SENSR) Joint Program Office (JPO) market survey.

Target: Conduct AJM-43 Resource Analysis.

Conduct resource analysis to align federal resources to the new Spectrum Efficient National Surveillance Radar (SENSR) program scope.

Target: Complete the draft SENSR program transition plan.

Develop and complete the draft Spectrum Efficient National Surveillance Radar (SENSR) program transition plan.

Target: Identify and eliminate core competency gaps in the SENSR federal resources workforce development.

Using the approved resource alignment recommendation, identify any core competency gaps in the Spectrum Efficient National Surveillance Radar (SENSR) federal resources workforce development and work with AJM-43 federal employees, AJM-4 Group Managers and the AJM-4 Director to eliminate these gaps.

Initiative: Curriculum Transformation

Continue to enhance Curriculum Transformation by updating and improving training modality and tools.

Activity: Asynchronous Virtual Learning

Convert Instructor Led Training to provide asynchronous curriculum access virtually.

Target: Develop Tech Ops Concept Plan for Intermodal Training Strategy (ITS) Implementation

Identify courses eligible for conversion and develop implementation plan.

Target: Complete Tech Ops ITS Course Proof of Concept Conversion

Convert a course to ITS model and conduct pilot course offering.

Target: Complete Conversion of Identified Courses for Asynchronous Delivery

Convert course material from Instructor Led to virtual format for asynchronous delivery.

Activity: Synchronous Virtual Learning

Convert in-resident Instructor Led Training to provide virtual Instructor Led Training.

Target: Identify Courses for Conversion to Virtual ILT Delivery

Evaluate current Air Traffic and Tech Ops ILT curriculum to identify curriculum suited to delivery by and instructor virtually.

Target: Convert and Schedule Virtually Delivered ILT Courses

Convert 14 Air Traffic courses and 17 Tech Ops courses for virtual delivery and schedule at least one delivery of each course.

Activity: Learning Content Management System (LCMS)

Migrate and optimize use of Learning Management Content.

Target: Learning Content Management System (LCMS) Test Implementation

Implement the Learning Content Management System in a test/sandbox environment.

Activity: iPADS

Simulation functionality of iPad.

Target: Simulation Functionality On Mobile Learning Platform

Provide simulation functionality from our unified provider, including a) voice phraseology, b) curriculum-referred exercises and c) maps on the Mobile Learning Platform.

Activity: ILT Simulation Delivered Remotely

Simulation delivery and establishing proof of concept.

Target: Installation of AT (Air Traffic) Coach

Complete installment of AT Coach at AMA in one lab as proof of concept.

Target: Development of Basic Radar Training Scenarios

Develop Terminal Radar Training Scenarios as proof of concept.

Activity: Measuring the effectiveness of Virtual Training

Development of a process to measure the effectiveness of Virtual Training.

Target: Develop the Process to Measure Effectiveness of Virtual Training

Develop and document a process to measure the effectiveness of virtual training on the technical workforce.

Activity: Identification of On the Job (OJT) Developmental Evaluation Criteria

Establish a workgroup and provide recommendations on evaluation criteria for Developmental OJT Evaluations.

Target: Work group to Identify Criteria for Developmental OJT Evaluations

Establish a work group to identify criteria for developmental OJT evaluations.

Target: Publish Recommendations from Developmental OJT Evaluations Workgroup.

Prepare and publish the recommendations from workgroup.

Activity: UAS Review and Update Courses with UAS Content as Needed

Review of AT courses to add UAS content where needed.

Target: Review AT Courses to Determine if Adding UAS Content is Applicable

Review current applicable Air Traffic courses to determine if adding UAS content is needed.

Target: Add UAS Content to AT Course when Applicable

Where indicated add content on UAS as it applies to the course.

Activity: Development and Delivery of Safety Management System (SMS) Virtually Delivered Training

Complete Development and Delivery of Safety Management System (SMS) Virtually Delivered Training in Support of SMS Evolution Plan.

Target: Complete Development and Delivery of Safety Management System (SMS) Virtually Delivered Training in Support of SMS Evolution Plan

In collaboration with AJI-3 Policy and Performance, complete the development and delivery of the three SMS virtually delivered briefings and workshop (Managing Safety, Stakeholders, and Safety Risk Management Panel Members).

Initiative: AJV - Airspace Modernization

The goals of the modernization include using new technologies and procedures to increase the safety, efficiency, capacity, access, flexibility, predictability, and resilience of the NAS while reducing the environmental impact of aviation.

Activity: Reduction of Legacy and Underutilized IFPs

Complete National Procedure Assessment (NPA) activities supporting the reduction of legacy and underutilized IFPS and implementation of a resilient NAS navigational infrastructure under the PBN NAS Navigation Strategy.

Target: Reduce legacy and underutilized Instrument Flight Procedures (IFP)

Reduce legacy and underutilized procedures by at least 400.

Activity: Northeast Corridor - NAC Recommendations

The Northeast Corridor (NEC) is defined as the airspace that spans from Washington, D.C. to Boston and includes Philadelphia and the New York area. The NEC contains the most congested airports and airspace in the United States and has a significant impact on daily operations in the National Airspace System (NAS). The FAA, in collaboration with the NextGen Advisory Committee (NAC), agreed in 2017 to make the NEC a NextGen priority focus area, and the targets below are milestones in the NextGen Joint Implementation Plan (NJIP).

Target: Departure management to LGA

Provide strategic oversight of the NextGen Joint Implementation Plan milestone to implement improved departure management for flights destined to LGA.

Target: DSP enhancements

Provide strategic oversight of the NextGen Joint Implementation Plan milestone to implement Departure Spacing Program (DSP) enhancements.

Target: PDRR/ABRR enhancements

Provide strategic oversight of the NextGen Joint Implementation Plan milestone to implement PDRR/ABRR (pre-departure reroutes/airborne reroutes) enhancements.

Activity: Publications to HTML via Coding

Convert two major AJV publications to HTML through a styling and coding process to comply with Section 508/WCAG 2.AA mandates by the DOT and post the publications on the Air Traffic Procedures website, improving user experience, search capability, and increasing the accessibility of the publications.

Target: Convert the Pilot/Controller Glossary to HTML

Convert the Pilot/Controller (P/CG) to HTML and post on the Air Traffic Procedures website.

Target: Convert FAA Order JO 7340.2 to HTML

Convert FAA Order JO 7340.2, Contractions, to HTML and post on the Air Traffic Procedures website.

Activity: Performance Based Navigation (PBN) - NAC Recommendations

Performance Based Navigation (PBN) delivers new routes and flight procedures that primarily use satellite-based navigation aids and on-board aircraft equipment to navigate with greater precision and accuracy. The FAA has completed or is at some point in the evaluation or implementation phase for 11 metroplexes—metropolitan areas with multiple airports and complex air traffic flows—to provide a successful way to de-conflict airspace in such locations, which expands efficiency gains that ripple to other areas.

Target: Metroplex at Las Vegas: Implementation Phase Start

Implement Metroplex at LAS; implementation phase start.

Target: Metroplex at South/Central Florida: Implementation Phase Start

Implement Metroplex at South/Central Florida; Implementation phase start.

Target: Metroplex at Las Vegas: Implementation Phase Complete

Implement Metroplex at LAS: implementation phase complete.

Target: Metroplex at South/Central Florida: Implementation Phase Complete

Implement Metroplex at South/Central Florida; Implementation phase complete.

Target: Metroplex at Denver: Post-implementation Phase Complete

Implement Metroplex at DEN - Post-implementation phase complete; project closeout.

Activity: Enhanced Air Traffic Service (EATS)

Section 547 of the FAA Reauthorization Act of 2018, directs the FAA Administrator to establish an Enhanced Air Traffic Services (EATS) pilot program, which shall provide air traffic control (ATC) services on a preferential basis to aircraft equipped with certain NextGen avionics. This program shall take place for at least 2 years, at least 3 suitable airports, for at least 3 hours each day. This pilot program is meant to support the business case for aircraft operators to equip with these avionics by providing preferential service to capable aircraft. Implementation NLT September 2021–2023.

Target: Industry Recommendations

Consult with stakeholders and receive industry recommendations on EATS pilot program.

Target: Pilot Program Locations

Identify the three pilot program locations.

Activity: IFPA TARGETS Enterprise Integration

Instrument Flight Procedures Automation (IFPA) Tech Refresh Sustainment 2 (CIP#:A14.02-03): The FAA IFPA program is a mixed lifecycle information technology tool suite, including an upgrade of both commercial off-the-shelf (COTS) hardware and software. The IFPA tool suite provides functionality for aeronautical information specialists to design, develop and maintain instrument flight procedures for navigation of the NAS. During Sustainment 2, the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) tool platform will progress through a series of iterations to integrate TARGETS into the IFPA enterprise. The objective of each phase or iteration is to advance the software to a level that provides increased functional capability from one or more of the system components or modules, evolving from an immature non-integrated to a mature integrated state providing an automated electronic means of information sharing.

Target: TARGETS Enterprise Integration – User Acceptance Test (UAT) completion

IFPA (A14.02-03): TARGETS Enterprise Integration User Acceptance Test (UAT) completion.

Target: TARGETS Enterprise Integration – Deployment

IFPA (A14.02-03): TARGETS Enterprise Integration Deployment completion.

Activity: Low-level Helicopter IFR Routes in Maine

Congress has recommended that the FAA design and implement a helicopter route system in the State of Maine for high-performance low-level Instrument Flight Rules (IFR) operations to connect to various hospital helipads and other locations in support of air ambulance emergency operations in Instrument Meteorological Conditions (IMC). This activity supports a National Transportation Safety Board (NTSB) recommendation for the development of a low-altitude airspace infrastructure for air ambulance helicopters.

Target: Implement prototype RNP .3 IFR helicopter route

Establish a model Required Navigation Performance (RNP) 0.3 Instrument Flight Rules (IFR) helicopter route to serve as a pattern for future routes

Target: Develop a repeatable process for the development of RNP 0.3 IFR helicopter routes

Establish a process for developing RNP 0.3 IFR helicopter routes that can be repeated in other locations

Activity: IFP, Operations, Airspace Analytics (IOAA) tool deployment and improvements

IOAA is a web-based, interactive analytic tool for rapid and flexible analysis of airport operations, IFPs and utilization, and aircraft performance. IOAA integrates the functionality of the legacy PBN Dashboard and AFS Data Analytics Tool into one capability.

Target: IOAA deployment, data updates, and improvement based on user feedback

Initial IOAA deployment, data updates, and improvement based on user evaluation period results.

Target: New capability deployment within the Instrument Flight Procedures (IFP) Operations and Analysis Tool (IOAA)

Improve the IOAA tool by adding new capability, expanding the utility to Instrument Flight Procedures (IFP) inventory, NAS-wide procedure and airspace utilization, and approach clearance modules.

Activity: Instrument Flight Procedure Scheduling Tool

Develop a comprehensive scoping and scheduling tool to determine workload, resources, and constraints associated with decommissioning one or more VOR NAVAIDs.

Target: Develop an initial scheduling tool model for procedure development

Develop an initial scheduling tool model for procedure development

Activity: PBN NAS Navigation Strategy Roadmap

Develop a comprehensive, sustainable plan for the FAA Air Traffic Organization to complete the high-level goals in the Performance Based Navigation (PBN) National Airspace System (NAS) Navigation Strategy.

Target: Develop an internal tracking mechanism for NextGen Joint Implementation Plan (NJIP) milestones

Develop an internal tracking mechanism for NJIP milestones

Activity: IFP Strategy Rollout

Develop a comprehensive strategy and roadmap to identify FAA priorities for instrument flight procedure (IFP) development that ensures all stakeholders are committed and able to complete their portion of the roadmap.

Target: IFP Strategy Communication Plan

Develop a communication plan to accompany the strategy targeted toward internal and external stakeholders.

Activity: Execution Activities Closeout

Complete the transition of identified execution activities from the Airspace Modernization Group (AJV-S3) to the three ATO Service Centers (AJV-W/C/E), moving AJV-S3 to a national oversight role that is no longer part of workflows.

Target: Labor Negotiations

Complete associated labor negotiations/discussions.

Activity: Roadmap to Implement the Airspace Modernization Group (AJV-S3) Vision

Develop the roadmap to identify resources and policy changes to execute the vision for the future state of AJV-S3.

Target: Elements required for transition to a new AJV-S3 mission

Identify all the elements required for transition to a new AJV-S3 mission.

Activity: Airspace Modernization 2.0

Develop a process for scoping and executing airspace modernization projects to include regulated airspace, airspace re-sectorization, and instrument flight procedures to support the PBN NAS Navigation Strategy.

Target: Scoping airspace modernization activities

Identify the elements and process for scoping airspace modernization activities.

Activity: On-demand publication of Domestic Notices and International Notices

Transitioning from a 28-day cycle to on-demand publication will allow for a more timely dissemination of information to the flying public.

Target: Infrastructure

Plan and prepare the framework to transition from a 28-day cycle, including composing messaging to stakeholders; rewriting the forewords to reflect the new submission procedures and formatting standards; and making necessary layout changes to the websites.

Target: Training

Notify stakeholders of the transition via messaging and provide training session(s) on the new submissions procedures and formatting standards.

Target: Implementation

Begin on-demand publication of Domestic Notices and International Notices.

Activity: Improve Multiple Runway Operations (IMRO).

A document change proposal is being coordinated specific to the new centerline spacing requirements in the FAA Order 7110.65

Target: Separation Standards from Closely Spaced Parallel Operations High Update Rate (CSPO HUR)

Develop Document Change Proposal (DCP) and publish in FAA Order JO 7110.65

Activity: Conduct ATO Corporate Planning for Traffic Flow Management (TFM) Capability Evolution

Future Flow Management (FFM) builds on the FAA's initial Trajectory Based Operations (iTBO), to evolve traffic flow management (TFM) towards TBO. The FFM ATO Corporate Plan provides the blue print for the transformation of today's TFM into a dynamic, flexible, and agile system of systems, providing for efficient, equitable management of NAS demand/capacity imbalances as they may arise in the Trajectory-Based Operations (TBO) environment, and as they affect increasingly diverse NAS user/stakeholders.

Target: Development of evolution of TFM towards TBO

Deliver the initial set of operational goals and objectives for the evolution of TFM towards TBO.

Target: FFM ATO Corporate Plan

Deliver version 1.0 of the FFM ATO Corporate Plan

Initiative: Security Governance

Ensure that security strategies align with business objectives, adhere to policies and internal controls, and are consistent with applicable laws and regulations.

Activity: Policy, Training & Customer Liaison

Develop and update FAA IT Security policies and interpret policy and other regulatory requirements related to cybersecurity; assist with developing standard operating procedures and policy; and oversee annual Security and Privacy Awareness Training, Information Security System (ISS) key personnel role based training, and other information security and privacy training as needed.

Target: FAA Order 1370.121A Restructure

Provide a complete draft restructure of FAA Order 1370.121A into more manageable documents utilizing a cross-organizational working group consisting of representatives from the Cybersecurity Steering Committee (CSC) Working Group (WG) to specify the organization, structure and content of the FAA Cybersecurity and Privacy Policy.

Initiative: Remote Towers

The FAA will work with commercial vendors to support approval of Remote Tower Systems. These systems will potentially provide more cost effective solutions to traditional brick and mortar towers, especially for smaller rural communities.

Activity: Remote Towers

Work with ATO Technical Operations and Air Traffic Services to: 1) develop a strategy for long term Remote Tower integration into the NAS and 2) develop a documented process to achieve the approval to integrate Remote Tower systems as an option especially for smaller rural communities.

Target: Type Certification Sequence of Events

Describe the dependencies between outstanding FAA documentation and submittal and review of type certification deliverables by the Leesburg Remote Tower vendor. Outstanding FAA documentation includes a signed Operational Safety Assessment (OSA), finalized Technical Requirements, signed Operational Visual Requirements (OVRs), final Operational Viability Decision by AJT, and completed Remote Towers Advisory Circular.

Target: Operational Safety Assessment

Finalize the Remote Towers Operational Safety Assessment (OSA) for a generic system providing Class D services in a Visual Flight Rules environment.

Target: Draft Technical Requirement Document

Complete Version 2 of the Remote Towers Draft Technical Requirements document. This update will require input from other FAA stakeholders in order to assure all initial user requirements are captured.

Target: Decision on Remote Tower Operational Viability

Leesburg: Render agency decision on the level of service the Remote Tower system could provide in an environment similar to that of Leesburg Executive Airport (JYO). This decision will allow the agency to focus on integration process documents going forward. Issue FAA Decision Memo on operational viability of Leesburg vendor's Remote Tower system.

Initiative: System Wide Information Management (SWIM) Segment 2B

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.

People Accountability

Strengthen our current and future aviation workforce by holding ourselves accountable, developing our people and planning for the aviation workforce of the future

Regulatory Reform

Reduce current regulatory burdens and bureaucracy to ensure a safe, efficient, accessible, and convenient transportation system for people and commerce.

Initiative: Outreach and Special Emphasis Programs

Assist the Agency in building a Model EEO Workplace through outreach, consultations, collaboration, and educational partnerships.

Activity: ACR Aviation Development Program (ADP) Implementation

Refine program processes and expand the Aviation Development Program to additional Air Traffic Control locations. (Air Route Traffic Control Centers (ARTCC) and Automated Flight Service Stations (AFSS).

Target: Analysis of Training

Monitor and report on the number of trainees who complete phase II Air Traffic Basics (ATB) training.

Initiative: EEO/Diversity and Inclusion Action Committee (EAC)

Utilize the EEO Action Committee (EAC) to collaborate and support a diverse and inclusive workplace with existing employee workgroups and LOBs/SOs to create an inclusive work environment.

Activity: ATO Ensure a Diverse and Inclusive Workforce

- ATO in collaboration with the LOB/SO's will complete activities that will foster a diverse and inclusive workplace and improve the Reasonable Accommodation interactive process.
- Assist in the development of a diverse workforce at all levels. Increase the representation of Persons with Targeted Disabilities (PWTD), Hispanics, and Women in the workforce as compared to the civilian labor workforce (CLF).
- Managers engage in the mediation/facilitation process.

Target: Reasonable Accommodation Requests

Ensure 90% of ATO reasonable accommodation requests are processed within 25 business days or less.

Target: Improve Participation/Outreach

Develop strategies to improve the representation of Persons with Targeted Disabilities (PWTD), Hispanics, and Women by providing resources and data analysis to LOB/SOs to increase the workforce as compared to the civilian labor workforce (CLF) and/or MD-715, Part J). These strategies will address hiring, training, career progression opportunities and will be deployed and tracked through the EAC Workgroups.

Target: Mediation

Ensure that 75% of all ATO managers engage in mediation when requested by employees.

Mission Efficiency and Support

Support mission requirements by efficiency and effectively planning for and managing human capital, finances, procurement, sustainable operations, information technology, emergency preparedness, and other mission support services.

Initiative: Contracting Opportunities for Small Businesses

Support small businesses and job creation by providing opportunities for small businesses to attain FAA contracts and purchase orders, with special emphasis on procurement opportunities for socially and economically disadvantaged small businesses (including 8(a) certified firms), service-disabled veteran-owned small businesses, and women owned small businesses.

Activity: Contracting with Small Businesses

Utilize market analysis and acquisition strategies to provide opportunities for small businesses to compete for and attain FAA contracts and purchase orders, with special emphasis on procurement opportunities for socially and economically disadvantaged small businesses (including 8(a) certified firms), service-disabled veteran-owned small businesses, and women owned small businesses.

Target: AJG - Support ACQ's Small Business efforts

Support ACQ's efforts to ensure 25% of the Agency's total direct procurement dollars are awarded to small businesses.

Initiative: Strong Acquisition Workforce

Ensure FAA has the staffing and skill mix to successfully manage NextGen and other major acquisitions by implementing training, developing and certifying personnel in key acquisition professions.

Activity: Train and Certify FAA's Acquisition Workforce

Attain and maintain certification requirements of program managers (PMs) and contracting officers.

Target: Attain and maintain certification requirements (AJM) T4

Attain and maintain certification requirements: 90% of program managers (PMs) on Office of Management and Budget (OMB) major acquisition programs attain/maintain certification requirements for their positions.

Initiative: FAA FOIA Program

Ensure FOIA requests from the general public are processed within statutory timeframes and improve management of FOIA program.

Activity: FOIA Backlog Reduction

Renew focus on closing FOIA requests pending without response beyond the statutory time limit of 20 working days, reassess steps needed to close the requests, identify any barriers to closing them, and develop solutions that will allow for the processing to be completed by the end of the fiscal year.

Target: ATO HQ - Reduce FAA FOIA Backlog

Reduce ATO HQ FOIA backlog by 10 percent from overdue backlog levels as of October 1, 2020.

Initiative: NAS Facilities OSHA & Environmental Standards & Environmental and Occupational Safety and Health F13.03-00

Design and implement engineered solutions to mitigate identified employee safety, employee health, and environmental impact risks.

Activity: NAS Facilities OSHA & Environmental Standards Compliance Environmental and Occupational Safety & Health (EOSH)

Design and implement engineered solutions to mitigate identified employee safety, employee health, and environmental impact risks.

Target: Mitigate Fall Hazard Conditions

Mitigate fall hazard conditions at 15 facilities.

Target: Abate Asbestos

Abate asbestos containing materials at 4 facilities.

Target: Fire Systems Electrical Generators

Replace fire system electrical generators at 4 facilities.

Initiative: Environmental Cleanup (HAZMAT) F13.02-00

Liability Mitigation: Reduce the FAA outstanding environmental remediation liability.

Activity: Environmental Cleanup

Perform environmental remediation activities at active and historic FAA and neighboring properties where environmental impacts occurred from FAA operations.

Target: Environmental Cleanup

Conduct environmental remediation actions that result in a reductions of 25 identified Areas of Concern.

Initiative: Air Traffic Services Business Analytics – Use information to Improve System Performance

AJT Business Analytics supports Air Traffic Services leadership through the development and implementation of Business Utilization and Resource Standardization Tools (BURST), Operational Planning and Scheduling Tool (OPAS) and Air Traffic Operations Management System (ATOMS), to standardize processes and conduct data analysis. Implementation of standardized processes and tools will provide Air Traffic Services the required data and analytical support to make informed data driven decisions.

Activity: Implementation of Facility Work Plan (FWP) in all FAA operated facilities

Improve field site resource planning and utilization via web tool for all facilities to plan resource usage and allow for pay period monitoring of the usage. Tracking of OJT, Overtime, Time on Position, Leave, Other Training and Other Duties will be planned and tracked throughout the fiscal year.

Target: Improve field site resource planning

Review, assess and incorporate changes such as refining existing tabs and calculations in the Facility Work Plan (FWP) and reviewing FY21 plans through automated dashboards.

Target: Improve field site resource planning

Train Field personnel on new requirements or expectations for FY21. Finalize changes and training to ensure clear messaging of the requirement regarding the population of data in the revised Facility Work Plan (FWP).

Target: Improve field site resource planning

Complete quarterly review of Facility Work Plan (FWP) data through dashboards and publishing the analytical reports.

Target: Integrate field site resource planning

Complete a plan to incorporate a Business Analysis Tool Suite (BATS) module into the Facility Work Plan (FWP) as an enhancement.

Activity: BURST Field Representative Training Program

Improve field site resource planning, utilization via regular training meetings and workshops, which will improve understanding of the processes and products that will improve Air Traffic Services business acumen.

Target: Conduct BURST field training

Conduct training meetings and workshops to improve field understanding of Business Acumen products and systems to improve Air Traffic Services efficiency and the required products that field facilities provide to AJT Headquarters.

Activity: Implement ATOMS

Provide a platform/tool capable of improving controller scheduling and work assignment tracking, and capable of interfacing with other ATO tools. Replaces CRU-Art and integrates with Web Scheduler (WMT).

Target: Implement ATOMS

Complete requirements for Collaborative Work Group (CWG) to review and provide initial recommendations and insights, in preparation for Initial Operational Capability (IOC) for ATOMS 1.0.

Target: Implement ATOMS

Complete development of Training Course(s).

Target: Implement ATOMS

Complete the process of CADRE Training to approximately 900 field personnel (e.g. two from each area at each facility).

Activity: Create an improved process to request field resources in support of high priority programmatic needs

Leverage technology to create an improved process to request field resources in support of high priority programmatic needs.

Target: PMT Development

Complete a plan for the development of Program Management Tool (PMT) to replace current PMT-Lite.

Target: PMT Testing and Training

Complete Release 1 of PMT version 1.1 with User Acceptance Testing (UAT).

Target: PMT Deployment

Complete nationwide deployment of PMT.

Activity: Develop the Abacus Tool

Support development of the Abacus tool for Automated Traffic Count at terminal and enroute facilities. Proceed with airspace adaptations in the Abacus tool.

Target: Test Automated Traffic Count in Abacus

Initiate testing of Functional Block 6, or Automated Traffic Count in Abacus.

Target: Validate Airspace Adaptations in Abacus

As part of the collaborative workgroup for Automated Traffic Count and Calculating Program (ATCCP), validate 50% of airspace adaptations in the Abacus tool.

Initiative: New York TRACON (N90) Training Implementation

Implement training at New York TRACON (N90).

Activity: Training Programs at N90

Collaborate with AJI and PMO to implement training programs at N90.

Target: Develop curriculum

Conduct Technical Training of personnel to build, teach and continuously update New York TRACON's training materials.

Target: Monitor and Improve

Continuously monitor the training program, starting with Academy training, and gather feedback that will help derive necessary adjustments to meet the Agency goals.

Initiative: Air Traffic Services - Integration of UAS and Commercial Space Operations into the NAS

Integrate Unmanned Aircraft Systems (UAS) and Commercial Space operations into the national airspace system without introducing unacceptable levels of risk, while providing a secure and more efficient system.

Activity: Promote inclusion of UAS

Promote inclusion of UAS through responsible management of air traffic during security related events focusing on maintaining safety and performance efficiency of the NAS.

Target: Potential impact to Air Traffic Operations relating to Detection-UAS and Counter-UAS systems

Evaluate the potential impact to Air Traffic Operations relating to the requests for installation of Detection-UAS and Counter-UAS systems. Assist with continuing development of the event reporting process and emergency planning.

Activity: UAS awareness

Enhance UAS awareness through multi-platform efforts to ensure that concerned/affected parties are informed of changes to coordination policies and UAS.

Target: Gap analysis of policies

Conduct gap analysis of policies related to UAS and partner with ATO Service Units to address/resolve identified gaps.

Target: Outreach

Conduct Outreach to inform, refresh, and educate Field Facilities.

Activity: Integration of UAS Operations

Support the safe integration of UAS operations through the practice of ATO's safety management system.

Target: Safety Risk Management Panels

Participate in National/Local Safety Risk Management Panel activities for UAS operations.

Target: Liaison for Safety Risk Management outcomes

Provide Subject Matter Expertise and serve as a Liaison for Safety Risk Management (SRM) outcomes to ensure consistent implementation across multiple Service Delivery Points for UAS operations.

Activity: Support UAS integration and modernization

Support UAS integration and modernization in the development of airspace policies, concepts, procedures and systems utilized in the NAS.

Target: UAS Security Activities, emerging UAS services/operations, UAS Traffic Management (UTM)

Support UAS Security Activities, emerging UAS services/operations, UAS Traffic Management (UTM).

Target: New tools, programs and systems that support UAS integration

Assist in the development of current and new tools, programs and systems that support integrating UAS into the NAS.

Activity: Integrate Commercial Space operations

Integrate Commercial Space operations into the national airspace system while providing a secure and more efficient system.

Target: Acceptable Level of Risk of Defined Hazard Areas

Assist with the refinement and modification of standards and policy related to Acceptable Level of Risk of Defined Hazard Areas for Commercial Space operations.

Target: Safety Risk Management Panels

Participate in Safety Risk Management Panel activities for Commercial Space operations.

Initiative: Customer Experience and Mission Completion

Identify and leverage internal best practices from government and industry for customer experience and mission completion.

Activity: Customer Experience and Mission Completion

Identify and leverage internal best practices from government and industry for customer experience and mission completion.

Target: Customer Experience and Mission Completion

Follow-up and respond (where response is appropriate) to 95% of Aviation Safety Training Customer Experience Questionnaires.

Initiative: AJI Employee Development

Educate, prepare, and grow AJI leaders from within.

Activity: Developmental Resources and Programs

Provide AJI Workforce Development resources and programs.

Target: Measure Results

Develop data collection tools and metrics for evaluating the effectiveness of developmental training provided in CY21.

Target: Developmental Training and Seminars

Support the delivery of training and seminars for management and staff in accordance with the CY21 monthly training plan/schedule.

Initiative: AJI Organization Development

Support AJI realignment efforts and utilize communications plans as appropriate to effectively disseminate information to AJI personnel and external stakeholders.

Activity: Support Realignment Efforts within AJI-4

Conduct team building and communication activities to support realignment efforts within AJI-4.

Target: Quarterly Team Building

Conduct team-building activities on a quarterly basis to promote unity and a common understanding of what is to be accomplished.

Target: Bi-Monthly All-4 Hands Meetings

Conduct Bi-Monthly All Hands Meetings related to AJI-4 realignment to inform staff and collect feedback.

Activity: Enhance AJI Communication with Internal and External Stakeholders through Planning

Develop communications campaigns and effectively disseminate information to AJI personnel and stakeholders at headquarters and in the field.

Target: Develop AJI Communications Vehicles

Partner with AOC to develop tailored AJI communication campaigns and vehicles based on the intended audience to target AJI personnel and stakeholders at HQ and in the field.

Target: Measure Results

Develop data collection methods and metrics relating to readership and consumption of AJI-4 communication products.

Initiative: Budget Analysis and Formulation - Use Information to Improve System Performance

The Budget Analysis and Formulation Group is Responsible for the formulation of the overall Air Traffic Organization (ATO) Operations and Activity 5 Budgets. Providing comprehensive financial services and analytical expertise that enables our customers to make informed decisions and address their budgetary needs. The group also serves as the ATO liaison with the Office of Budget (ABP) and Lines of Business's (LOBs)/Staff when it comes to addressing Office of the Secretary of Transportation (OST), Office of Management and Budget (OMB) and Congressional inquiries and budgetary needs.

Activity: Refine Customer Service [Communication]

Define and implement a procedure to better support our Stakeholders with Budget Analysis, Formulation and Operations Review Board (ORB) progression. Addressing their needs and resolving issues in a timely and efficient manner.

Target: Conduct Financial Outreach [Image]

Conduct annual and quarterly Operations Review Board (ORB) Outreach and Outlook meetings with customers to discuss formulation strategy, activity status, funding recommendations. Provide guidance on fiscal awareness and aid in formulation decision-making, gathering information on lessons learned, providing updates on training opportunities, new processes and procedures.

Target: Provide Fiscal Awareness Guidance [Process]

Provide direction on fiscal awareness and aid in formulation decision-making, gathering information on lessons learned, providing updates on training opportunities, new processes and procedures.

Target: Routine Service Meetings [Delivery]

Create a schedule to have Quarterly Meetings with the ATO Financial Community to increase financial awareness and exposure of the Agencies and or Organizations change in processes that will effect funding allowances and requirements.

Activity: Develop Budget Funding Assumptions [Education]

Develop a set of assumptions to assist with determining appropriate Service Units (SUs) funding levels for Continue Resolution (CR) and Yearly Targets.

Target: Review Spend Plans Quarterly [Process]

Review and re-evaluated Service Units Pay and Non-Pay requirements and actuals over a specified period on a periodic basis.

Target: Service Units Engagement [Image]

Request requirements, and retrieve current obligations and commitments from Service Units to perform assumptions.

Target: Schedule Routine Meetings with DVPs [Delivery]

Quarterly Meetings with the ATO Financial Community to provide the results of the analysis and the understanding of the cost trends and spend structure to improve program related projections enabling planning to be based on facts rather than perception.

Target: Training for Managers and Analysts [Image]

In addition to complying with all mandatory management and agency-required training, each Manager will enroll in at least one leadership and / or one customer service training class in FY21. Analysts will enroll in at least one skill enhancing training course or seminar.

Activity: Financial Strategies Development [Integration]

Coordinate the alignment of the BSG's automation of the Financial Integrated Tool and Operations Review Board (ORB) Tool technology and business rules and objectives that align with customer funding requirements.

Target: Assess performance and capabilities [Process]

AJG-R37 will collaborate with AJG-R1 aligning Operations Review Board (ORB) Tool to create Non-Pay assumptions for decision on funding level targets.

Target: Assess performance and capabilities [Process]

AJG-R38 will collaborate with AJG-R1 and P1 aligning systems to create Pay assumptions for decision on funding level targets.

Activity: Develop System Automation Efficiencies [Automation]

The Budget and Analysis Formulation Group will combine both software and hardware to create, design a program for user interface to work freely without the need of manual input to provide tools used for pay and non-pay Budget formulation, analysis, forecasting and reporting activities.

Target: Interface with ATO Service Units [Process]

Conduct quarterly financial status and outlook meetings (at a minimum) on pay, staffing, hiring, awards, business rules, and other pay topics as required at the weekly ATO Deputy Vice President's meetings (in collaboration with AJG-R1 and P1) to improve their fiscal awareness and aid in making good decisions.

Target: DEMOS [Image]

Develop manuals and job aids that will be used for training to outline the use of the Financial System interfacing with an interactive data visualization software.

Activity: President's Budget Formulation [CORE WORK - Service Delivery]

OST and OMB require periodic information from the FAA to complete the annual FAA Budget. AJG-R3 will facilitate the appropriate activities in order to meet internal and external due dates.

Target: TOMs / DIRs [CORE WORK - Service Delivery]

Provide guidance and assistance in the development of Transition to Operations & Maintenance (TOMs) and Discretionary Increase Requests (DIRs).

Target: ZBB and Base Transfer Requests [CORE WORK - Service Delivery]

Provide guidance, assistance, and consolidation of Budget Narrative Updates and Zero-Based Budget (ZBB) requests. Provide guidance and assistance in the development of Base Transfer Requests. Collaborate with AJG-R1 closely on these deliverables.

Initiative: ATO Headquarters Business Services Group - Use Information to Improve System Performance

The Business Services Group maintains budget line item allocations across Operations and Activity 5 appropriations for the Air Traffic Organization. The group prepares budget execution reports and analysis of financial activity to brief management; oversees and tracks Allowance Identification Documents (AID) forms transferring funds across the ATO; develops and analyzes budget requirements for the execution year to create spend plans that inform business decisions; gathers program requirements for future years to formulate budget requests to the Operations Review Board and preparation for program reviews; supports the purchase request process including requisition, funds certification, and approval. The group also serves as the ATO liaison with the Service Areas and Business Services Groups and is responsible for formulating and executing Hurricane/Disaster relief funds.

Activity: Quality Improvement [Communication]

AJG-R1 will focus on improving the predictability and understanding of the budget cycle across the ATO.

Target: ATO Non-Pay Business Rules [Process]

Refresh Section 2 (Non-Pay) of the ATO Business Rules to reflect updated processes. Develop interim policy memos to guide ATO customers through a transition period. Develop communications and outreach to assist managers and specialists understand changes.

Target: Customer Outreach [Image]

Continue to refine biweekly calls with the Resource Management Group. Integrate Pay Team, Administrative Services Group and other pertinent partners to discuss upcoming changes to policies, procedures, data calls, reporting and issues that will maximize efficiency across the Air Traffic Organization. Participate in annual customer outreach venues to help develop awareness around budget formulation and execution requirements.

Target: Automated Calendar of Budget Actions and Deadlines [Delivery]

Deploy a standard calendar of routine and known deadlines that will take the guess work out of our budget process. Provide monthly updates and ensure wide distribution.

Activity: Develop our Cadre of Analysts [Education]

The Business Services Group continues to standardize, automate, and execute ATO's budget with the goal of serving as corporate stewards of our financial resources. To that aim, the BSG is striving to ensure our Financial Managers, Advisors and Analysts are equipped with the right tools and training to provide exemplary financial management to our customers.

Target: Standard Operating Procedures and Job Aids [Process]

Ensure SOPs/Job Aids reflect our current processes and practices and are consistent in supporting AJG strategic initiatives.

Target: Financial Management Training for Managers and Analysts [Image]

In addition to complying with all mandatory financial management and agency-required training, each Financial Manager will enroll in at least one leadership and / or one customer service training class in FY21. Financial Advisors and Budget Analysts will enroll in at least one skill enhancing training course or seminar.

Target: Training Delivery for Automated Spend Plan and Allowance Identification Document (AID) Tool [Delivery]

Develop necessary training, job aids and process documents to execute the ATO's Automated Spend Plan and Allowance Identification Document Tool.

Activity: Financial Management, Integration and Oversight [Integration]

Strengthen the link between strategic planning and budget execution spend plans. Expand upon the deployment of the Financial Integrated Tool and its use and understanding across the ATO.

Target: Financial Integrated Tool Process [Process]

Align BSG's automated spend plan efforts with ABP's Financial Integrated Tool. Provide monthly reporting of planned spending vs. actuals and reconcile shortfalls and or surpluses with service unit leadership. Document meetings via decision memos if necessary to communicate outcomes with business partners.

Target: Customer Strategy [Image]

As a resource management shared service providers, AJG-R will seek to improve the delivery of shared services. AJG-R1 will continue to partner with service units to ensure their needs and requirements are fully understood and properly prioritized. Each Financial Manager will work closely with the Pay Team, the ORB team, R2 and others to ensure a holistic approach for the SU customers. Provide service units with monthly resource management reports that align with AJG's strategic initiatives.

Target: Service Alignment with Business Partners [Delivery]

Meet with customers to ensure our service delivery model is meeting expectations. Review priorities to ensure our delivery of service is properly aligned to meet needs. Conduct a quarterly program review with AJG-R Director to address: Staffing needs; assigned budget; major projects/initiatives; accomplishments; areas where financial managers need assistance.

Activity: Budget Execution Automation Activities [Automation]

The Business Services Group worked on a number of process refinements and automation efforts in FY20. In FY21, the group will focus on developing an execution plan that will include communication, training, and updating process documents to reflect these changes.

Target: Allowance Identification Documents (AID) Process [Process]

Finalize automation and integration of the AID process into the Operations Review Board (ORB) tool platform. Provide training, process documents and guidance. Obtain leadership approval for minimum thresholds to reduce coordination and increase efficiency. Develop appropriate reporting capabilities to ensure maximum transparency and oversight of process.

Target: Standardization of Cuff Record Data Entry Requirements - REGIS [Image]

Develop policy memo or Business Rule update to outline necessary cuff record requirements. Ensure spend plan automation efforts correctly capture data across service units.

Target: ATO Spend Plan Automation [Delivery]

Develop implementation plan for the Automated Spend Plan Tool. Develop business rules and processes to incorporate Budget Line Item reporting into the Agency's Financial Integration Tool for non-pay object classes. Develop training, guidance, and policy memos to ensure maximum compliance of use, including in REGIS.

Activity: Execute ATO's Non-Pay Ops and A5 Budgets [CORE WORK - Service Delivery]

Execute ATO's Non-Pay Budgets.

Target: Maintain and Analyze Budget Line Item Allocations for Ops and A5 [CORE WORK - Service Delivery]

Adhere to Financial Management Integrity (FMFMIA) Act Guidelines and submit a Statement of Assurance to the COO by the end of the Fiscal Year. Manage hurricane/disaster data calls and reporting on a monthly basis, and manage the ATO's end of Fiscal Year process including providing carry forward estimates to ABP by July 2021.

Initiative: Material Management and Procurement - Use Information to Improve System Performance

The Material Management and Procurement Group provides business critical services for the Air Traffic Organization (ATO) required to achieve their core mission. We deliver an array of services including wireless devices, personal property, emergency preparedness, real property and space management, facility security, acquisition support, and analysis.

The group provides a variety of ATO acquisition management services provided by contracting officer representatives (COR)/technical officer representatives (TOR)/Engineering Technical Officers (ETO) including procurement planning, contract formation (pre-award), interpretation of contract requirements, contract administration (ensuring requirements are being met), contract modifications, contract performance monitoring, inspection and acceptance, payment including review of invoices, and contract closeout.

In addition, the group provides corporate space management for ATO at headquarters and the Mike Monroney Aeronautical Center (MMAC) to meet organizational administrative space requirements. We coordinate leased space analysis decisions, space projects and office moves, OSHA compliance, and furniture procurement. The group also assists with the development of Facility Security Plans, assessment findings, security related training, risk assessments and access control management.

Finally, the group manages ATO personal property at headquarters including computers, mobile phones, and tablet devices, wireless fulfillment services and assistance with corporate billing reconciliation, and E2 travel routing services for FAA employees.

Activity: Standardize Operating Procedures and Develop Core Reporting [Communication]

Standardize operating procedures, and develop core reporting to: 1) clarify roles and responsibilities for our employees as well as our customers; 2) provide information to ensure all parties know what is required for the various services; 3) ensure core information is being provided to our customers. This activity supports AJG Strategic Initiative #7.

Target: AJG-R2 Standard Operating Procedures [Process]

Consolidate existing standard operating procedures (SOPs) for the group in a common repository. Identify gaps where processes are missing and need to be developed. Work with other Teams to develop procedures. Refine documents to ensure common navigation. Integrate efforts with AJG Strategic Initiative #7. Publish SOPs on Group's Website and SharePoint page.

Target: AJG-R2 Develop Core Reporting [Delivery]

Identify existing core reports for the group. Coordinate across Teams to identify updates, enhancements, and improvements necessary. Recommend new reports that will enable our customers to make data driven decisions. Create a delivery process to ensure reports are current, accurate, and routinely provided to our customers.

Activity: Update Website and SharePoint Sites, Develop Service Request Intakes, and Utilize Digital Communication Channels [Automation]

Updated and maintained websites and SharePoint pages are key to ensure delivery of our services are clear and consistent. Delivering our mission and services information in an automated manner will provide our customers have seamless access to tools, processes, guidance, and policy. Automating our intake processes for requesting services that are easily accessible will ensure requests are processed and fulfilled timely. This will assist the team in Core Service Delivery and increase efficiency by providing “1st level support”. Developing an information site for our customers and employees will reinforce our roles as trusted service providers, business advisors, and partners. Leveraging automation to enhance accessibility and provide additional information will eliminate or prevent duplication of effort to gain process efficiencies. This activity supports AJG Strategic Initiative #1 and #2.

Target: AJG-R2 Update Website and SharePoint Sites [Process]

Develop initial format for Group and Team SharePoint pages to allow for efficient process flow. Collaborate with other Teams to establish and/or transition their respective pages to the new format. In conjunction with the other Teams, coordinate updates to the Group Website with the website administrator ensuring mission, services, team points of contact with functional areas of responsibility, and relevant links (SharePoint pages, policies, guidance, SOPs, tools, etc...) are incorporated with consistent information and simple navigation. This activity supports AJG Strategic Initiative #1 and #2.

Target: Transition of ATO Contracts Dashboard from Central Service Center to AJG [Process]

Evaluate and Coordinate the transition of the ATO Contracts Dashboard from Central Service Center to AJG. Explore integration with other contract data and dashboards in AJG. Conduct familiarization sessions with end users.

Target: AJG-R2 Develop Service Request Intake Forms [Delivery]

Identify potential automation opportunities to enhance the efficiency and effectiveness of current job functions and services for client delivery. Coordinate the development of SharePoint intake processes for requesting contract support, property, E2 routing, and space management activities. Intakes should provide “1st level support” including definitions of required information, tips for completion of forms, and links to guidance to help customers clearly identify their requirements. Autofill capabilities should be explored to make completion easier (linkage to FAA profiles, etc.). Incorporate reporting capabilities into automation efforts. Consideration of customer service needs such as the status of actions will be an essential element.

Target: Develop and Deploy ATO Wireless Fulfillment Tool [Delivery]

Maintain and enhance ATO Wireless efficiency initiative to improve control of the inventory, and effectively analyze account data to identify areas for cost reduction. To achieve these initiatives develop and deploy the ATO Wireless Fulfillment Tool that will enable on-line requests and approval of devices for efficient and speedy client delivery. Deployment will include a communication plan and training materials.

Target: AJG-R2 Utilize Digital Communication Channels [Image]

Adopt best practices across Teams by meeting with customers on a routine basis to provide status updates on space and facility security, contract status, wireless, and property. These meetings can be incorporated with the Business Services meetings held by the Financial Managers or done separately. Frequency of meetings to be adjusted based on customer needs. Information should be coordinated internally as needed prior to the meetings with the customers to ensure integration with other affected services. Participation in annual Financial Services Outreach sessions to include the Service Centers, MMAC, WTHTC, and Headquarters (all Service Units). Outreach will include a Group overview as well as information pertaining to on-going Group initiatives. This will amplify the AJG-R 2 image as leaders in this communication platform. This activity supports AJG Strategic Initiative #1 & #6.

Activity: Develop and Conduct ATO Contract Training [Education]

Develop, coordinate and conduct training for internal and external customers, to assist them in achieving their organizational objectives. Identify and recommend training for group members to assist them in using new system/tools/technologies that support decision making and work processes. Leverage the skills of the team to further the financial services products and analytics deliverables.

Target: Develop and Conduct ATO Contract Training [Delivery]

Develop, coordinate and conduct ATO Contract Training on a quarterly basis for ATO Service Units to ensure customers, stakeholders, and partners are familiar with acquisition regulations, policies, and processes. Provide information on the basic contracts available, contract "Dos" and "Don'ts" and other relevant information to help organizations meet their contract needs. Training should include subject matter experts from the Office of Acquisitions (ACQ) and the Office of General Counsel (AGC) when possible. Training materials will be available and micro-learning options will be explored.

Target: Group Development and Training [Process]

Identify suggested training for the group to include new systems and technologies that support decision making and work processes. Leverage the skills of the team to further the financial services products and analytics deliverables.

Target: Training for Managers and Analysts [Image]

In addition to complying with all mandatory management and agency-required training, each Manager will enroll in at least one leadership and / or one customer service training class in FY21. Analysts will enroll in at least one skill enhancing training course or seminar.

Activity: Administer Contracts [CORE WORK - Service Delivery]

Provide procurement planning, contract formation (pre-award), interpretation of contract requirements, contract administration (ensuring requirements are being met), contract modifications, contract performance monitoring, inspection and acceptance, payment including review of invoices, and contract closeout for AJG supported contracts.

Target: Financial and Administrative Support Services for AJG, AJM, AJT, and AJW [CORE WORK - Service Delivery]

Identify acquisition strategy for contractor support financial and administrative services provided under CGH 0007 delivery order. Capitalize on the benefits of consolidating support services to minimize the number of contracts and reduce costs.

Target: Exercise contract option for AJW [CORE WORK - Service Delivery]

Deliver the acquisition package and support the contracting office in finalizing the package for exercising option year 4 of the Arctic Slope Federal System Solutions contract. This contract provides second level engineering and program support for AJW-14, AJW-173/178, and AJW-17X. The current contract option will expire April 2021.

Activity: Provide Space Management and Facility Services [CORE WORK - Service Delivery]

Coordinate space management and facility security activities for Headquarters and the MMAC

Target: Execute the ATO Headquarter Workspace Plan [CORE WORK - Service Delivery]

Execute the approved space management projects identified as part of the ATO HQ Workspace Plan. Provide monthly updates to the ATO Workspace Council (AWC) on initiatives and activities.

Target: ATO Operational Floor Phase I [CORE WORK - Service Delivery]

Oversee and coordinate the FB-10A 700 East renovation project for the Technical Operations Services that expands the suite to include the Directors. This effort supports the establishment of an ATO operational floor.

Target: Mike Monroney Aeronautical Center (MMAC) Space Management Services for AJV [CORE WORK - Service Delivery]

Mature OKC Space Management Services by identifying, developing, and implementing Standard Operating Procedures tailored to support AJV.

Target: Mike Monroney Aeronautical Center (MMAC) Space Management – Renovation Projects [CORE WORK - Service Delivery]

Administer and coordinate MMAC Renovation Projects for ATO including 1) AJF Hangar 8 and 9 renovations; 2) AJG Aviation Records Building (ARB) 2nd Floor Renovation; and 3) AJV Aviation Navigation Facility (ANF)1 Building 5, 1st Floor renovations.

Activity: Support ATO end users with Wireless Devices [CORE WORK - Service Delivery]

Continue to support ATO end users with wireless device needs and identify cost reduction opportunities.

Target: Support ATO end users with Wireless Devices [CORE WORK - Service Delivery]

Continue to support ATO end users with wireless device needs and identify cost reduction opportunities.

Initiative: AJG-R Organizational Development and Effectiveness – Develop a Workforce for a Modern Operation

Organization Development is a strategy intended to change the beliefs, behavior, values, culture and structure of organizations so that they can better adapt to new technologies, workplace requirements and challenges. Business Acumen and Technical knowledge are key to empowering our workforce. Organizational Development methods are used to improve Organizational Effectiveness. Effective organizations create results, and exhibit strengths in key areas – leadership, decision making and structure, people, work processes and systems, and culture. Effective organizations deliver results.

Activity: Training and Growth [Education]

To support Individual Development Plans, the directorate will provide periodic training opportunities to support employee development and learning.

Target: Financial Services – Skill Assessment

Identify suggested and required training by job category for the directorate. Include new systems and technologies that support decision making and work processes. Leverage the skills of the team to further the financial services products and analytics deliverables.

Target: Skill Enhancement Plan and Execution

Formulate individual training plans for employees and begin execution of the plans.

Target: Leadership Development Assessment

Identify a set of leadership classes on Critical Thinking, Conflict Resolution, Building Consensus and other topics that help us better support our customers, and each other.

Target: Leadership Development Plan and Execution

Formulate leadership development plans for managers, in IDP, and begin execution.

Activity: Organizational Structure and Service Alignment with Business Partners [Integration]

The organizational identity is constantly underlined by a number of intentional actions and sources of information that lead to team success. Meet with customers to ensure our service delivery model is meeting expectations. Review priorities to ensure our delivery of service is properly aligned to meet needs. Attend quarterly program reviews with AJG-R Group Managers to address team needs and milestones, accomplishments, and areas for coaching.

Target: Directorate Products and Services

Maintain an updated directorate website and, as needed, supporting and relevant KSN information to help our team and our customers easily identify the services provided and points of contact.

Target: Business Intelligence

Align the BI function with FAA's Strategic Priority to work with, analyze, and leverage data to make decisions. Develop, integrate, and evaluate BI products for ATO Financial Services support information. Connect and communicate financial services information across all of the AJG-R groups in a standard way. Provide a higher level of analytics and analysis to our customers.

Activity: Organizational Culture [Communication]

Organizational culture encompasses values and behaviors that contribute to the environment of the business and involves constant communication, across all levels.

Target: Directorate Engagement Strategy

Hold monthly directorate All Hands meetings to update staff on organizational news, team happenings, employee recognition, and other relevant information. Facilitate weekly group manager meetings with the team to discuss work items and address questions as a group. Promote employee/team recognition for services delivered through Wins of the Week and Submarine Stories. Host timely employee engagement activities to celebrate milestones, holidays, and amplify team morale. Develop MS Teams social channels for employees to connect, share ideas, and have a sense of inclusion. Produce Weekly Round Up newsletter featuring light topics, tips, articles, and timely information.

Initiative: AJG-P Organizational Development and Effectiveness – Develop a Workforce for a Modern Operation

Organization Development is a strategy intended to change the beliefs, behavior, values, culture and structure of organizations so that they can better adapt to new technologies, workplace requirements and challenges. Business Acumen and Technical knowledge are key to empowering our workforce. Organizational Development methods are used to improve Organizational Effectiveness. Effective organizations create results, and exhibit strengths in key areas – leadership, decision making and structure, people, work processes and systems, and culture. Effective organizations deliver results.

Activity: Training and Growth [Education]

To support Individual Development Plans, the directorate will provide periodic training opportunities to support employee development and learning.

Target: Development Plan and Execution [Image]

Develop a training plan for ATO People Services organization

Activity: Organizational Structure and Culture [Communication]

The organizational identity is constantly underlined by a number of intentional actions and constant communication, across all levels.

Target: Directorate Strategy and Communication [Image]

Hold quarterly People Services Management Strategic Meetings. Hold at least one directorate Town Hall meeting, with agenda items gathered from employees. Facilitate Director/Deputy Director participation in at least one group manager meeting with the teams to discuss work items and address questions as a group.

Target: Directorate Products and Services [Image]

Maintain an updated directorate website and, as needed, supporting and relevant KSN information to help our team and our customers easily identify the services provided and best contacts. Promote employee/team recognition for services delivered.

Activity: Business Office Management [CORE WORK - Service Delivery]

AJG-P Management, Budget, Performance Management, Strategic Initiatives, Business Plan, eLMS, Meetings (staff & 1 on 1 & Managers Meetings), and Contracts in conjunction with designated financial analyst/COR.

Target: Business Office Management [Delivery]

Work with AJG-P Management Team to perform AJG-P management functions to include Budget, Performance Management, Strategic Initiatives, Business Plan, eLMS; Meetings (staff & 1 on 1 & Managers Meetings), and Contracts in conjunction with designated financial analyst/COR.

Activity: Directorate Business Process Management [Continuous Improvement]

Proactively identify, analyze and improve existing business processes within the ATO People Services directorate.

Target: Directorate Process Identification [Process]

Audit existing business processes and define set of business processes critical to achieve ATO People Services objectives and used to deliver products and/or services to customers.

Target: Process Improvement Overview Strategy for Directorate [Process]

Define Business Process Management strategy, establish priorities and timelines for process improvement activities.

Target: Performance Measurement & Reporting Strategy for Directorate [Delivery]

Audit existing measurement and reporting strategies and incorporate improved measurement and reporting aligned with process improvement.

Initiative: ATO Policy Oversight Services - Develop a Workforce for a Modern Operation

Implementation of Policy and Organizations, Performance Management (includes Valuing Performance) and Recognition, Correspondence, Records, and Directives Management, Time & Attendance, VLTP support, Telework Coordinator.

Activity: ATO Performance Management and Maintenance [CORE WORK - Service Delivery]

ATO Performance Management and Maintenance.

Target: FY20 Final Ratings [Delivery]

Ensure at least 90% of final ratings are completed for ATO employees in each of the following systems: Valuing Performance (VP), Performance Management (PM), and Executive Performance Agreements (USAP) for FY20 with the final ratings and discussions signed off.

Target: FY21 Performance Plans [Delivery]

Ensure at least 80% of initial performance plans are completed for ATO employees in each of the following systems: Valuing Performance (VP), Performance Management (PM), and Executive Performance Agreements (USAP) for FY21.

Target: FY21 Mid-cycles [Delivery]

Ensure at least 80% of ATO employees have mid-cycles completed in each of the following systems: Valuing Performance (VP), Performance Management (PM), and Executive Performance Agreements (USAP) for FY21.

Target: ATO Training for Performance Management Systems [Image]

Conduct training throughout the ATO for performance management programs and systems quarterly.

Activity: Perform Additional ATO Policy Oversight Services Group Core Activities [CORE WORK - Service Delivery]

Process internal/external ATO awards and Length of Service (LOS) Awards. Review CASTLE and Telework activities on bi-weekly basis. Coordinate AJG correspondence and AHR policies for review and approval. Provide information and schedules for records within the ATO. Provide information and schedules for records within the ATO and OBIEE reports. Provide Directives management.

Target: Internal and External Awards [Delivery]

Ensure internal and external awards are executed by due date with one week lead-time for approval.

Target: LOS Awards [Delivery]

Ensure Length of Service (LOS) certificates are accurately processed by due date according to Agency policy.

Target: Review CASTLE and Telework activities on bi-weekly basis [Delivery]

Ensure 90% of CASTLE activities are completed biweekly. Implement telework requests within 1 working day of receipt.

Target: Coordinate AJG correspondence and AHR policies for review and approval [Delivery]

Develop and implement procedures for efficient flow of Agency edicts within the ATO.

Target: Provide information and schedules for records within the ATO [Image]

Develop tools to explain records management process in ATO. Participate in Agency-wide records management efforts.

Target: Automated Response for Directives [Delivery]

Quarterly analysis to refine the automated response for Directives. Process 90% of Directives received through automated system.

Target: Provide OBIEE reports [Image]

Develop standard reports and schedule for dissemination. Ad-hoc reports provided within 2-3 working days.

Activity: Reorganization/Realignment Change Process across ATO [CORE WORK - Service Delivery]

Align ATO reorganization/realignment change process with Agency edicts.

Target: Revise and Implement JO 1100 [Delivery]

Revise and implement JO 1100 to produce specific functional descriptions to the directorate-level for organizations in ATO.

Target: Organizational Changes Portal Used for ATO [Image]

Quarterly analysis to refine information and education on the use of organizational changes portal for use throughout ATO, to include linked systems.

Target: Special Projects such as VERA/VSIP, ETTRA, Furlough Codes [Process]

Develop and implement quality control initiatives and lessons learned for special project efforts such as VERA/VSIP, ETTRA, and Furlough Codes.

Initiative: HQ Administrative Services Group - Develop a Workforce for a Modern Operation

Support ATO's operational focus by delivering new efficiencies in the preparation and routing of personnel action paperwork, in supporting managers in hire selection and in producing internal personnel reports. Support ATO and FAA efforts to increase workforce diversity.

Activity: Standardize and optimize Administrative Services Group support to ATO Service Units [Communication]

Develop standardized metrics, reports, support aids and customer meeting schedules for consistent support to ATO Service Units.

Target: Develop Service Unit Standardized Reports [Image]

Develop scorecard for each service unit, using FY21 FiT data, to include data on number of recruitments, routine actions, and awards processed.

Target: Provide Standardized Reports to Service Units [Delivery]

Provide scorecard data to service units each quarter.

Target: Develop AJW Directives Standardized Reports [Process]

Develop standardized reports for AJW Directives.

Activity: Perform Additional HQ Administrative Services Group Core Activities [CORE WORK - Service Delivery]

Ensure timely personnel actions and cash/time off awards processing for ATO.

Target: Personnel Actions Processing [Delivery]

Process personnel action requests from Service Unit customers in accordance with agency and ATO policies.

Target: Cash and Time Off Awards Processing [Delivery]

Process cash and time-off awards from Service Unit customers in accordance with agency and ATO timelines.

Activity: Focus on diversity and inclusion in supporting ATO personnel needs [Communication]

Intentionally interweave a diversity focus into hiring support and outreach efforts.

Target: Diversity Five-Year Strategy and Annual Plan [Image]

Create a customized diversity five-year strategy and annual plan that supports activities related to each Service Unit's diversity goals and FY20 FIT hiring plans.

Initiative: Technical Workforce Planning - Develop a Workforce for a Modern Operation

ATO Technical Workforce Planning.

Activity: Air Traffic Controller Selection, Onboarding and Placement [CORE WORK - Service Delivery]

Administer selection, onboarding and placement for new ATCS students.

Target: Air Traffic Controller Specialists (ATCS) Hiring [Delivery]

Consistent with the Air Traffic Services (ATS) hiring needs, review referral lists, make selections, and onboard Air Traffic Controller Specialists (ATCS), both experienced (Track 2) and non-experienced (Track 1) within specified timelines to achieve the ATS hiring goals.

Target: Placement for FY21 FAA Academy ATCS Graduates [Delivery]

Facilitate placement for all FY21 FAA Academy successful ATCS graduates and all Track 2 Specialized Experience selectees.

Target: Retired Military Controller Vacancy Announcement [Process]

By December 31, 2021, review and revise SOP with clearer selection criteria and repeatable process for including facilities in RMC announcement. By March 31, 2021, conduct annual analysis and provide recommendation to AJT if an RMC announcement is needed. By July 31, 2021, identify key metrics to measure the success of the RMC program, i.e. number of selections.

Target: Recruiting [Process]

Enhance the qualification review and selection process for Previous Experience Air Traffic Controller Specialists (ATCS) to identify key skills and experience to improve new hire success while maintaining adherence to OPM Qualification Standards for ATCS.

Target: Consider use of NCEPT for Flight Service Station employees [Process]

Facilitate meetings between stakeholders to determine the feasibility of Flight Service Station (FSS) employees in the NCEPT, by January 31, 2021. Create workflow process for FSS employees submitting ERRs for consideration into ATC facilities, by March 31, 2021. Develop a model for include FSS employees into the NCEPT process, by July 31, 2021.

Target: Participate in the Collaborative Resource Workgroup [Process]

Support the Collaborative Resource Workgroup (CRWG), encourage quarterly communication and participate in all scheduled CRWG Meetings.

Activity: Airway Transportation System Specialist Hiring and Position Management [CORE WORK - Service Delivery]

Support ATO Technical Operations in achieving their technical hiring target and effective position management.

Target: Employee Requested Reassignment (ERR) [Process]

Develop a recommendation for a formalized Employee Requested Reassignment (ERR) program that supports AJW staffing needs and provide to AJW for decision.

Target: Trend Analysis [Process]

Gather and analyze ATSS 2101 ERR movement data to determine trends that could inform a formalized ERR process.

Target: Hiring Process [Delivery]

Facilitate the process for new hire F/G ATSS across the Service Areas.

Target: Executive Steering Committee [Image]

Establish new ESC to support AJW staffing decisions.

Activity: AJW Technical Workforce Staffing [Continuous Improvement]

Assist AJW with Technical Workforce staffing activities at the national level.

Target: Analysis [Process]

Review baseline data to gather trends to analyze movement within the ATSS 2101 workforce to include FLMs.

Target: Hiring Plan [Delivery]

Assist in development of AJW Hiring plan, perform monthly analysis, develop and provide recommendations for use in the FiT quarterly update for the Technical Workforce to achieve the AJW desired staffing levels.

Target: Reporting Capability [Process]

Develop a process & reporting capability to account for the updated Technical Workforce Definition to use in managing the hiring plan.

Activity: ATCS Student Academy Housing and Experience [Communication]

Enhance GI Bill Program.

Target: GI Bill [Image]

Enhance program oversight to improve ATO-wide tracking and reporting capability of veteran trainees enrolled in the GI Bill program.

Activity: Staffing WorkBook Enhancements [Automation]

Enhance the performance and increase the reliability of Staffing Workbook.

Target: Additional Source Data [Delivery]

Integrate additional source data (target data includes FSEP, TEAM, etc.).

Target: Reporting and Dashboards [Delivery]

Identify methods and processes to display Staffing WorkBook (SWB) data through visualizations (i.e. Tableau).

Target: Additional facility specific data [Delivery]

Expand user capability to manage facility specific data (subset of legacy DTRB replacement).

Target: Additional QA / QC [Process]

Implement more QA/QC to increase accuracy and reliability of employee specific data elements.

Activity: APAT 2.0 [Automation]

APAT 2.0 Agile Development.

Target: Identify users and requirements [Process]

Identify the users and requirements for an updated tool. We expect there to be more requirements than an electronic document tracking system. This will take approximately 6 months and require SME support from across AJG and any other organization who has a role in the toolset.

Target: Define and Prototype [Delivery]

Define and Prototype the environment and data structures needed to host the toolset.

Target: Initiate Security and Accreditation [Process]

Begin required Security and Accreditation documentation.

Activity: Business Intelligence [Automation]

Expand reporting capabilities and services.

Target: Provide reporting services to Management Services [Delivery]

Expand influence of People Services by providing reporting services to all of Management Services as needed.

Activity: Business Objects Platform [Automation]

Adobe FLASH functional replacement due to end of life.

Target: Investigate alternative visualization toolsets and prototype solution [Process]

Working with AJI, investigate other toolsets, or connectors that permit other visualization tools, such as Tableau, to connect to data available through the Business Objects Universe. Prototype at least one solution.

Target: Deploy replacement for the Business Objects dashboard component [Delivery]

Locate and deploy a replacement for the Business Objects dashboard component as it relies on Adobe Flash. Adobe has declared Flash as end of life. This component provides the environment for critical dashboard such as the Air Traffic Controller Currency Dashboard.

Activity: Perform Additional Technical Workforce Planning Group Core Activities [Communication]

Quarterly review metrics specific to Service Units and develop recommendations for process improvement and potential efficiencies. Hold strategic consultations with primary stakeholder to review.

Target: Process Improvement and Stakeholder Consultation [Image]

Quarterly review metrics specific to AJT and develop recommendations for process improvement and potential efficiencies. Hold strategic consultations with primary stakeholder to review.

Target: Process Improvement and Stakeholder Consultation [Image]

Quarterly review metrics specific to AJW and develop recommendations for process improvement and potential efficiencies. Hold strategic consultations with primary stakeholder to review.

Target: Process Improvement and Stakeholder Consultation [Image]

Quarterly review metrics specific to ATC placements and Academy student supervision and develop recommendations for process improvement and potential efficiencies. Hold strategic consultations with primary stakeholder to review.

Target: Process Improvement and Stakeholder Consultation [Image]

Quarterly review metrics specific to SWB, APAT, and Business Objects and develop recommendations for process improvement and potential efficiencies. Hold strategic consultations with primary stakeholder to review.

Initiative: Integrated Talent Management

Provide integrated talent management support to the ATO that addresses critical talent issues for the Service Units, to include: customized leadership development, career and succession planning programs and services, including some low to no-cost development opportunities. Collaborate with internal and external partners and stakeholders to leverage ATO and corporate programs and services to provide the right skills to the right people at the right time to meet the ATO's tactical and strategic needs. Provide consultation and technical subject matter expertise to ATO executive leadership and their supporting management teams on 11 Collective Bargaining Agreements (CBAs) covering 18 bargaining units and over 25,000 employees. Ensure labor relations/agency policies are applied consistently throughout the Agency by providing technical expertise on the application of the ATO CBAs to other lines of business and staff offices to solve a variety of complex issues involving; Civil Rights, EEO, Security, Human Resources, Labor Relations, and Aerospace Medicine.

Activity: ATO Real-time, Critical and Evolving Issues

Collaboratively address real-time, critical and evolving issues within the ATO in the area of labor relations with stakeholders and partners to include: collective bargaining agreement negotiation, implementation and interpretation, generation and communication of memorandums of understanding and agreement, coordination and tracking of national union representatives and subject matter experts, onsite employee support with CISM and CISD services, and leading interest-based problem solving efforts across the ATO.

Target: Coordinate Critical Incident Stress Management (CISM) Program including Critical Incident Stress Debriefing (CISD) support for Air Traffic Services and Technical Operations Services

Lead collaborative efforts to proactively manage the common disruptive physical, mental, and emotional factors that an employee may experience after a critical incident (aviation disaster with loss of life, death of a coworker, terrorism, bomb threats, exposure to toxic materials, prolonged rescue or recovery operations or natural disasters).

Target: High Visibility Reporting

Provide a high visibility report at least monthly to senior leadership to ensure consistent communication on labor relations concerns that have a significant impact to the ATO.

Target: Article 114 (Collaboration) Reporting

Provide monthly reporting to senior leadership on the status of National Representative Agreements established to support improvements and modernizations to the National Airspace System (NAS).

Target: Article 13 (NAS Modernization) / Subject Matter Expert (SME) Reporting

Provide monthly reporting to senior leadership on the labor impacts and support of National Airspace System (NAS) modernization.

Target: Support the delivery of Succeeding in Your First Year (SYFY) / Operations Manager Leadership Development Program - Air Traffic (OMLDP-AT)

Identify, develop, and maintain a sustainable pipeline of facilitators to support the delivery of the NATCA-specific Technical Labor module for all of the Succeeding in Your First Year (SYFY) workshop deliveries in FY21. Identify, develop, and maintain a sustainable pipeline of facilitators to support the delivery of Operations Manager Leadership Development Program - Air Traffic (OMLDP-AT) workshops.

Target: Support the delivery of Succeeding in Your First Year (SYFY) / Operations Manager Leadership Development Program - Technical Operations (OMLDP-TO)

Identify, develop, and maintain a sustainable pipeline of facilitators to support the delivery of the PASS-specific Technical Labor module for all of the Succeeding in Your First Year (SYFY) workshop deliveries in FY21. Identify, develop, and maintain a sustainable pipeline of facilitators to support the delivery of Operations Manager Leadership Development Program - Technical Operations (OMLDP-TO) workshops.

Activity: Build Technical Labor Infrastructure

Establish infrastructure that standardizes programs and processes to provide seamless and consistent services to ATO customers.

Target: ETR Handbook

Design and deliver an ETR handbook to be provided to all ETRs that contains standardized processes for onboarding / off boarding, high visibility case reporting, tracking of Article 7 and 114 efforts, MOUs, DCPs and survey coordination to reduce on the job training time and improve consistency and efficiency.

Target: ETR Standard Operating Procedure (SOP)

Update the AJG-L1 Labor & Employee Development Technical Labor Group ETR SOP to highlight critical processes and positional responsibilities.

Target: Communication Plan

Design and deliver a communications plan for HQ and the field to standardize the intake, progress reporting and closure of labor relations issues between all stakeholders including AHL, AGC and the ATO.

Activity: Deliver Career Planning and Professional Development Solutions

Deliver career planning and professional development programs and services that meet the critical development needs of the ATO to include support for the ATO Career Services Center (CSC) and the ATO Career Planning Program (ATO-CPP). Deliveries of programs and services are subject to availability of funds.

Target: Deliver Career Services Center (CSC) / Career Planning Program (ATO-CPP) Training Events

Deliver a minimum of 35 training events, including webinars, presentations, workshops, and related events supporting the ATO Career Services Center (CSC) and the ATO Career Planning Program (ATO-CPP).

Target: ATO Career Kiosk Services

Deploy ATO Career Kiosk services nationally with at least 6 deliveries and a minimum of 100 participants.

Target: Increase Training Events Participation

Increase participation in ATO Career Services Center (CSC) training events, webinars, and kiosks to a minimum of 1,050 participants in FY21.

Target: ATO Learning and Development Resource Guide

Provide at least one update of the ATO Learning and Development Resource Guide to the ATO.

Target: Career Planning Tool (CPT) New Position Development

Add a minimum of eight (8) new positions to the Career Planning Tool (CPT).

Target: Interview Stream Tool (IST) Updates

Add a minimum of 10 behavioral-based interview questions to the Interview Stream Tool (IST) and integrate an activity to complete a practice interview with IST into the curriculum of the Air Traffic and Technical Operations Leadership Development Programs (ATLDP/TOLDP).

Target: Deliver Reliable Service of the Career Planning Tool (CPT) and Succession Planning Tool (SPT)

Ensure reliability of the ATO Career Planning Tool (CPT) and Succession Planning Tool (SPT) - accessed via the myATOCareer.faa.gov web site - and ensure accessibility is provided to the ATO workforce for a minimum of 98% of the fiscal year.

Activity: Deliver Leadership Development Solutions

Deliver leadership development programs and services that meet the critical development needs of the ATO to include: Leaders Teaching Leaders (LTL), Operations Manager Leadership Development Program - Air Traffic (OMLDP-AT), Operations Manager Leadership Development Program - Technical Operations (OMLDP-TO), and Succeeding in Your First Year (SYFY). Deliveries of programs/services are subject to availability of funds.

Target: Deliver Leaders Teaching Leaders (LTL)

Deliver Leaders Teaching Leaders (LTL) facilitator training nationwide as requested to support virtual delivery of the FY20 curriculum through FY21.

Target: Deliver the Operations Manager Leadership Development Program - Air Traffic (OMLDP-AT)

Deliver a minimum of eight (8) Operations Manager Leadership Development Program - Air Traffic (OMLDP-AT) workshops.

Target: Deliver the Operations Manager Leadership Development Program - Technical Operations (OMLDP-TO)

Lead the design and delivery of a minimum of 2 Operations Manager Leadership Development Program - Technical Operations (OMLDP-TO) workshops.

Target: Develop and Deliver Succeeding in Your First Year (SYFY)

Deliver a minimum of 12 Succeeding in Your First Year (SYFY) workshops.

Activity: Lead Collective Bargaining Agreement negotiation efforts for the ATO

Lead and or support ATO efforts to negotiate Collective Bargaining Agreements (CBAs) including training and implementation.

Target: NAGE / NATCA Multi Unit Collective Bargaining Unit Negotiations

Support CBA negotiations for National Association of Government Employees (NAGE) and National Air Traffic Controllers Association (NATCA) Multi Unit including training (if required) and implementation.

Activity: Deliver Succession Planning Solutions

Deliver succession planning programs and services that meet the critical development needs of the ATO, to include: the Air Traffic Leadership Development Program (ATLDP), the Technical Operations Leadership Development Program (TOLDP), and the ATO Succession Planning Program (ATO-SPP). Deliveries of programs/services are subject to availability of funds.

Target: Deliver the Air Traffic Leadership Development Program (ATLDP)

Deploy the Air Traffic Leadership Development Program (ATLDP) to two (2) cohorts.

Target: Deliver the Technical Operations Leadership Development Program (TOLDP)

Deploy the Technical Operations Leadership Development Program (TOLDP) to two (2) cohorts.

Target: Deliver the ATO Succession Planning Program (ATO-SPP)

Deploy the ATO Succession Planning Program (ATO-SPP) to 1 cohort (year 1 activities supporting development of 1 talent pool).

Activity: Deliver Learning and Evaluation Services

Deliver services to support the deployment and continuous improvement of ATO employee development programs. Deliveries of programs/services are subject to availability of funds.

Target: Review Level 1 Evaluations

Review Level 1 evaluations for all applicable deliveries at the group-level quarterly and provide a report to the AJG-L Director.

Activity: Provide ATO Corporate Action Officer (CAO) Services

Empower the ATO Corporate Action Officer (CAO) to collaborate with internal and external partners and stakeholders to leverage corporate programs and services to provide the right skills to the right people at the right time to meet the ATO's tactical and strategic educational and leadership development needs. Programs supported include: FAA Executive Rotations, Federal Executive Institute (FEI), Program for Emerging Leaders (PEL), Presidential Management Council (PMC) Interagency Rotation Program, Senior Leadership Development Program (SLDP), Degree Completion Program (DCP), White House Leadership Development Program (WHLDP), and the DOT Rotational Assignments Program (DRAP).

Target: Lead the ATO centralized selection process for the Program for Emerging Leaders (PEL)

Lead the ATO standardized and centralized selection process for the Program for Emerging Leaders (PEL) cohorts 1-21 and 2-21. Provide the list of ATO participants to AHD, after coordination with the ATO senior leadership, within the timelines set forth by AHD: Cohort 1-21 due 01/08/2021 and Cohort 2-21 due 05/07/2021.

Activity: Critical Leadership Functions

AJG-L Management Team leads the Directorate efforts in contracts, budget, performance management, AJG Strategic Initiatives, AJG Business Plan goals and mandatory training completion.

Target: Contracts and Budget

Execute the FY21 budget by obligating funding to within 1% of the allocation. Manage contracts for performance and effective use of funding to support Service Unit and agency related goals.

Target: Performance Management and Training

Ensure managers perform all aspects of performance management and ensure completion of mandatory training requirements.

Initiative: ATO Strategic Planning – Use Information to Improve System Performance

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: ATO Strategic and Business Planning [CORE WORK]

Leads the process for strategic and business planning and integration of the ATO Business Plan with the FAA. Facilitates the ATO service units' use of goals and performance measures.

Target: ATO Community Metrics [Delivery]

Coordinate Community Metrics briefings, and facilitate ATO Leadership discussions and decisions quarterly throughout FY21.

Target: ATO Performance Metrics [Image]

Coordinate ATO Performance Metrics briefings and FY21 Strategic Priorities and facilitate monthly ATO Leadership discussions and decisions.

Target: Performance Committee Meetings

Prepare ATO status and represent ATO on Agency Performance Metrics at the monthly Performance Committee meetings.

Target: ATO FY22 Business Plan [Process]

Coordinate preparation of the ATO FY22 Business Plan with the ATO Service Unit Lead Planners.

Target: ATO Strategic Reporting Requirements [Delivery]

Coordinate ATO response to requests from FAA and DOT for quarterly and annual reporting requirements such as the DOT Performance Management Review (PMR), FAA Performance Accountability Report (PAR), DOT Enterprise Risk Management (ERM) Registry, DOT Annual Performance Plan (APP)/Annual Performance Report (APR) and OMB progress report.

Activity: Five Year Capital Investment Plan

Develop and coordinate the FAA Five Year Capital Investment Plan.

Target: Abbreviated CIP [Delivery]

Deliver the draft FY22-FY26 abbreviated Five Year Capital Investment Plan to submit to ABP-340 for submission with the FY22 President's budget.

Target: Five Year CIP Kickoff [Image]

Initiate formulation of the FY23-FY27 Five Year Capital Investment Plan.

Target: CIP Overview [Process]

Deliver the draft FY22-FY26 Five Year Capital Investment Plan Overview to AOA.

Activity: AJG, AJT and AJV Service Unit Business Plans [CORE WORK]

FAA business plans document efforts towards accomplishing the Agency's major goals, highlight the Agency's Strategic Initiatives, provide line of sight for Performance Management, and communicate major initiatives and planned accomplishments of interest for the coming fiscal year.

Target: FY22 Business Plans [Process]

Initiate formulation of FY22 ATO Business Plan for Air Traffic Services (AJT) and Management Services (AJG).

Target: Business Plan Status [Delivery]

Provide senior level management in Air Traffic Services (AJT) and Management Services (AJG) with a monthly status on Business Plan progress.

Target: FY22 Business Plans [Process]

Initiate formulation of FY22 ATO Business Plan for Mission Support Services (AJV).

Target: Business Plan Status [Delivery]

Provide senior level management in Mission Support Services (AJV) and with a monthly status on Business Plan progress.

Activity: ATO Short Term Incentives [CORE WORK]

Lead ATO coordination of Short Term Incentive (STI) for all service units, including internal items such as STI nominations and executive assignments, as well as external items such as APO line of business planners meetings, cross-agency STI coordination and approval and Corporate STI items. Monitor changes for ATO executives and coordinate with AJG-P periodically.

Target: FY20 STI Closeout [Delivery]

Coordinate closeout of the FY20 ATO Short Term Incentives (STIs). Develop FY21 STIs for the ATO to meet APO's timeline.

Target: STI Change Requests and Status Updates [Process]

Coordinate Short Term Incentive (STI) and Corporate STI (CSTI) related change requests with APO and other lines of businesses and keep stakeholders informed on progress. Provide STI and CSTI status to ATO Vice President (VP)/Deputy Vice President (DVP) level at least twice a year. Provide all service units with STI/CSTI updates as needed throughout the fiscal year.

Activity: AJG Support for AJT N90 Programs and ATO Data and Analytics Modernization (ADAM) [Integration]

Support AJT's N90 Training Programs activity by leading the N90 Workgroup. Represent ATO as Steering Committee member on ATO's ADAM Steering Committee.

Target: Lead N90 Workgroup [Process]

Support AJT's N90 Training Programs activity by leading the N90 Workgroup.

Target: ADAM SC Representative for AJG [Image]

Hold AJG ADAM Steering Committee membership on ATO's ADAM Steering Committee. Integrate project work with Service Units for a unified ATO approach.

Initiative: Strategic Communication – Develop a Workforce for a Modern Operation

The Strategic Communication and Support group within ATO Management Services Customer Strategy addresses all internal communications within AJG and all external communications to our customers.

Activity: AJG Strategic Initiatives key messaging [Communication]

Provide communications and key messaging for Strategic Initiatives.

Target: Facilitate AJG Strategic Initiative Discussions [Delivery]

Facilitate group meetings to discuss Strategic Initiatives and structure the approach to ensure progress reporting and appropriate follow-up on actions. Provide structured communication for employees on AJG's Strategic Initiatives to include the latest developments and progress.

Target: AJG Strategic Plan [Image]

Create a three-year AJG Strategic Plan to incorporate annual Strategic Initiatives as well as a vision for the organization's priorities over the next three years.

Activity: AJG Website [Communication]

Maintain and enhance content of AJG's website.

Target: Update Organizational Chart [Delivery]

Maintain and provide monthly updates for the AJG organizational chart, telephone list and summary of AJG Services Provided.

Target: FAA Communications Liaison [Image]

Act as AJG liaison with the AOC web council.

Activity: Internal and External Communication and Branding for Management Services [Communication]

Facilitate effective internal and external communication within the Management Services Organization. Scope will be adjusted based on development of AJG Communication Plan

Target: ATO Minute [Delivery]

Publish at least six editions of the ATO Minute that feature AJG Programs.

Target: AJG's Just in from Jeff [Delivery]

Publish "Just in from Jeff" monthly.

Activity: AJG Organizational Communications

Provide structured messaging for the Management Services Organization.

Target: AJG Messaging [Delivery]

Provide content for messaging in support of AJG events.

Target: AJG Event Surveys [Image]

Provide post AJG event surveys as requested.

Initiative: ATO Organizational Effectiveness – Develop a Workforce for a Modern Operation

Working collaboratively with Management Services (AJG) senior leadership to design, plan and implement solutions that improve their service delivery, organizational culture and overall performance for the ATO.

Activity: ATO Organizational Effectiveness Service Unit Portfolio Model [Integration]

Build an ATO Service Unit Portfolio Model to expand access to programs and services across the ATO. Provide customized Service Unit Portfolios.

Target: Build Portfolios for ATO Service Units [Process]

Build Service Unit Portfolio for each Service Unit with applicable programs and services available for their use.

Target: Formulate OE Priorities for ATO Service Units [Image]

Brief each Service Unit on their portfolio, per customer request.

Activity: ATO Collaboration and Organizational Development Programs and Services [Continuous Improvement]

Provide ATO-wide support with organizational development activities.

Target: Collaboration Programs and Services [Delivery]

Provide at least 50 collaboration consultations, alignments, engagements, trainings and development sessions to at least 750 participants in a blended learning model that may include virtual and/or in-person interaction.

Target: Organizational Development Programs and Services [Delivery]

Provide at least 50 organizational development workshops, trainings, strategic facilitations, consultations, engagements, trainings, assessments and/or development/coaching sessions to at least 750 participants in a blended learning model that may include virtual and/or in-person interaction.

Initiative: PMO Integrated Services & Analysis

PMO Integrated Services & Analysis

Activity: Integrated Resource Management

Financial Integration Group

Target: Financial Integration Group

Provide FY20 Quarter 4 financial and business health assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers.

Target: Financial Integration Group

Provide FY21 Quarter 1 financial and business health assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers.

Target: Financial Integration Group

Provide FY21 Quarter 2 financial and business health assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers.

Target: Financial Integration Group

Provide FY21 Quarter 3 financial and business health assessments to AJM Leadership, AJM-1 Management Team, and PMO Program and Business Managers.

Target: Financial Integration Group

Provide updated Strategic Budget Brief to leadership.

Target: Financial Integration Group

Ensure expiring funds are monitored and reported to leadership.

Activity: Planning, Analysis & Integration

Planning, Analysis & Integration

Target: Implementation Guidance for Investment Analysis programs in the Starter Kit Area

Create Implementation Guidance for Investment Analysis programs in the Joint Resources Council (JRC) Starter Kit Area.

Target: PMO Incident Response Group (PIRG) communications tool

Document a PMO Incident Response Group (PIRG) communication strategy.

Target: Tier 1 RIO Board Adjudication of at Least Two Enterprise Risk, Issues and Opportunities (E-RIOs) - PMO Enterprise System Engineering (P-ESEs)

In partnership with primary stakeholders, facilitate the execution of Enterprise Risks, Issues, and Opportunities (E-RIOs).

Target: Program Acquisition Support: Sherpa Outcomes/Next Steps

Conduct at least four (4) AJM-121 Program Acquisition Support (PAS) kickoffs.

Target: Develop Streamline Process for PMO Programs to Secure Ops Funding to Support POAM Mitigation - Information Security Systems Engineering (ISSE)

Complete the development of the "Process for PMO Ops funding for POAM mitigation". Present process to Leadership Team for concurrence.

Target: Supply Chain Risk Management (SCRM) Outreach for PMO - Information Security Systems Engineering (ISSE)

Present the Supply Chain Risk Management (SCRM) PMO Framework concept to the PMO Leadership Team.

Target: PMO Safety Management System (SMS) Resource and Information Guide - Safety

Develop and distribute a PMO Safety Management System (SMS) Resource and Information Guide to all PMO employees (including the Leadership Team and Managers) to support the continuous improvement and evolution of the ATO SMS within the PMO and to further enhance the PMO safety culture.

Target: PMO Safety Fact Sheets or Information Sheets - Safety

Develop and disseminate, at a minimum three (3), PMO Safety Fact Sheets or Information Sheets to PMO employees (Group Managers and their staff) for a better understanding of the principles, policies, processes, procedures, and programs related to the ATO Safety Management System (SMS).

Target: Provide Human Factors Engineering (HFE) Subject Matter Expert (SME) support to at least three (3) programs: Pre Final Investment Decision (FID) - Human Factors Engineering

In collaboration with ANG-B provide Human Factors Engineering (HFE) Subject Matter Expert (SME) support to ensure incorporation of human factors early in the AMS life cycle (e.g. Service Analysis, Concept and Requirements Definition, and Investment Analysis).

Target: Provide Human Factors Engineering (HFE) Subject Matter Expert (SME) Support to at least one (1) program: Post Final Investment Decision (FID) - HFE

Provide Human Factors Engineering (HFE) Subject Matter Expert (SME) support to the program(s) during the Solution Implementation phase of the acquisition.

Target: Implement Configuration Management (CM) best practices within AJM-1/AJM-13

Develop an AJM-1 Directorate Support Library (DSL) and Configuration Management (CM) SAR Tool.

Target: Configuration Management Starter Kit

Develop Program Life-Cycle Configuration Management Starter Kit.

Target: Update PMO Requirements Management (RqM) Workshop Materials

Update Requirements Management (RqM) Plan Workshop materials to align to latest PMO Requirements Management Process Standard Operating Procedures (SOP).

Target: Conduct PMO Requirements Management (RqM) Workshop

Conduct PMO Requirements Management (RqM) Workshop to PMO stakeholders and practitioners.

Target: Enhance PMO RIO Dashboard

Implement Risk, Issues and Opportunities (RIO) Dashboard Tableau enhancements.

Target: Migrate ARM Tool to Cloud

Migrate ARM Tool from AIT servers to cloud services.

Activity: Acquisition Support & Analytics

Acquisition Support & Analytics

Target: Program Acquisition Support: Sherpa Outcomes/Next Steps

Conduct at least four (4) AJM-121 Program Acquisition Support (PAS) kickoffs.

Target: Program Acquisition Support: Right-Sizing the Investment Analysis (IA) Process for PMO Programs

Develop initial AJM-1 Guidance/Framework on Cost and Schedule Model Development.

Target: Program Acquisition Support: Right-Sizing the Investment Analysis (IA) Process for PMO Programs

Coordinate with IP&A/JRC Secretariats office on guidance/framework.

Target: Program Health Management 1.0 Dashboard release

Modify beta version to include feedback from AJM-1 working sessions.

Target: Program Health Management (PHM) 2.0 Dashboard release

Phase 2 incorporates new/revised financial metrics into the Program Health Management (PHM) dashboard.

Target: Earned Value Management (EVM) Early Warning Metrics

To add in additional Earned Value Management (EVM) early warning metrics to include Cost Performance Index (CPI), Schedule Performance Index (SPI), and To-Complete Performance Index (TCPI).

Target: Standardized Reporting

Work with other ATO stakeholders to investigate alternative approaches and methodologies to improve standardized program reporting across ACAT Types and Contract Types (CP vs FFP).

Target: Socializing Program Health Management

Conduct a road show of briefings with each directorate in the PMO (AJM-2/3/4) to clearly articulating the metrics and metrics definitions being used for measuring program health.

Target: Add Management Reserve and Variance Analysis Reporting Categories

Champion the upgrade of CIMS/SPIRE to include Management Reserve and Variance Analysis Reporting Categories.

Activity: Integrated Resource Management

Business Integration Team

Target: Business Integration Team

Create and deploy execution dashboard v 2.0.

Target: Business Integration Team

Provide FY20 Quarter 4 prioritized accounting of all business intelligence activities in AJM-1.

Target: Business Integration Team

Provide FY21 Quarter 1 prioritized accounting of all business intelligence activities in AJM-1.

Target: Business Integration Team

Provide FY21 Quarter 2 prioritized accounting of all business intelligence activities in AJM-1.

Target: Business Integration Team

Provide FY21 Quarter 3 prioritized accounting of all business intelligence activities in AJM-1.

Target: Business Integration Team

Demo V1 of Contracts Inventory/Dashboard.

Target: Business Integration Team

Award PMO Support Services (PSS) Contract.

Target: Business Integration Team

Define and implement a Contracts Community of Practice.

Activity: AJM-1 Workforce Development Plan

Establish, document, and begin execution of the AJM-1 Workforce Development Plan.

Target: Establish, document, and begin execution of the AJM-1 Workforce Development Plan

Documented Plan. Start applying the new Plan.

Initiative: ATO Employee Engagement = Develop a Workforce for a Modern Operation

Promote ATO Employee Engagement across Service Units.

Activity: ATO Employee Engagement [Communication]

Promote ATO Employee Engagement efforts across every Service Unit.

Target: ATO Employee Engagement [Process]

Lead the ATO Employee Engagement Captains by defining, promoting and executing FAA Employee Engagement strategies.

Target: ATO Employee Engagement [Delivery]

Deliver Employee Engagement results to Vice Presidents (VPs)/ Deputy Vice Presidents (DVPs) annually.

Target: ATO Employee Engagement [Image]

Facilitate ATO Captains meetings. Represent the ATO at AHR's Community of Practice forums. Fulfill the AJG Captain assignment during FY21.

Activity: Management Services Employee Engagement [Communication]

Management Services Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: Management Services Employee Engagement Strategies [Process]

Establish a Service Unit Plan with specific strategies to improve the ATO Employee Engagement Index (EEI). Update the plan as required when 2020 FedView results are published.

Target: Management Services Employee Engagement Activity Reporting [Delivery]

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Activity: Safety and Technical Training Employee Engagement

Safety and Technical Training Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: Employee Engagement Strategies

Establish a Service Unit Plan with specific strategies to improve the ATO Employee Engagement Index (EEI). Update the plan as required when 2020 FedView results are published.

Target: Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Activity: Program Management Office Employee Engagement

Program Management Office Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: Implement Activities for Employee Engagement

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Activity: System Operations Employee Engagement

System Operations Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: Employee Engagement Strategies

Establish a Service Unit Plan with specific strategies to improve the ATO Employee Engagement Index (EEI). Update the plan as required when 2020 FedView results are published.

Target: Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Activity: Air Traffic Services Employee Engagement

Air Traffic Services Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: Air Traffic Services Employee Engagement

Establish a Service Unit Plan with specific strategies to improve the ATO Employee Engagement Index (EEI). Update the plan as required when 2020 FedView results are published.

Target: Air Traffic Services Employee Engagement

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Activity: Mission Support Employee Engagement

Mission Support Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: AJV Employee Engagement Strategies

Establish a Service Unit Plan with specific strategies to improve the ATO Employee Engagement Index (EEI). Update the plan as required when 2020 Federal Employee Viewpoint (FedView) Survey results are published.

Target: AJV-A Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Target: AJV-I Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Target: AJV-P Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Target: AJV-S Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Target: AJV-C Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Target: AJV-E Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Target: AJV-W Employee Engagement Activity Reporting

Execute the planned strategies to improve Employee Engagement and report on monthly progress.

Activity: Technical Operations Employee Engagement

Technical Operations Employee Engagement Captains collaboratively develop a plan of activities, execute it and provide monthly reporting.

Target: Technical Operations Employee Engagement

Establish a service unit plan with specific strategies to improve the ATO Employee Engagement Index (EEI).

Target: Technical Operations Employee Engagement

Execute planned strategies to improve employee engagement. Include a minimum of one activity per fiscal quarter and report on progress.

Initiative: Training Administration

Improve Technical Training's Training Administration through Capital Investment Planning, the collection of data, and the development and revision of processes and procedures.

Activity: Safety and Technical Training Technology Capital Investment Program Documentation

Completion of the Safety and Technical Training Technology Capital Investment Program documentation for implementation of the capital investment in FY23.

Target: Completion of all Concept Requirement Decision Documentation for Safety and Technical Education Platform (STEP) CIP FY23

Develop and complete the Safety and Technical Training Technology Capital Investment Program documentation to begin implementing the capital investment in FY23.

Activity: Predictive Learning Analysis Network (PLAN)

Using Predictive Learning Analysis Network (PLAN) to develop Training Standards.

Target: Predictive Learning Analysis Network (PLAN) Business Taxonomy

Identify and document functional requirements for PLAN 3.0.

Activity: Training Enterprise Applications and Management (TEAM) Field Training and Deployment

Deploy of TEAM v 6.0 and develop and deploy TEAM Training to all facilities.

Target: Training Enterprise Applications and Management (TEAM) Field Deployment

Complete deployment of TEAM v. 6.0 to all field facilities.

Target: Development and Deployment of TEAM Field Training

Develop and deploy field TEAM training for field facilities.

Activity: Correspondence Study

Development of Standard Operating Processes (SOP) for Correspondence Study (CS).

Target: Develop Internal SOP

Develop Internal SOP for CS oversight and management.

Target: Develop External SOP W/Online Forms

Develop External SOP for users - Forms to request test resets, CS requests in general.

Activity: Mobile Learning Platform Transition

Transition of Mobile Learning Platform to AIT.

Target: Mobile Learning Platform Transition

Transition iPad Operations, Maintenance, and Lifecycle Replacement to AIT.

Activity: Flash Conversion

Convert Flash elements in web-based training.

Target: Identify Courses Containing Flash Elements

Collect and evaluate list of courses containing Flash components.

Target: Prioritize Courses for Flash Conversion or De-activation

Prioritize courses for Flash conversion and locate source files; de-activate courses containing Flash not deemed needed.

Target: Complete Conversion Flash Elements for Prioritized Courses

Create schedule and complete Flash conversions for prioritized courses.

Initiative: Controller Training Solutions (CTS)

Manage the CTS Program to provide agency-required ATC training support

Activity: CTS Program Management

Manage the execution of the CTS Program

Target: CTS Task Orders

Provide program management oversight for CTS Task Order efforts identified by CTS Stakeholders

Target: CTS Budget

Manage CTS FY21 budget to support delivery of agency-required ATC training support

Target: CTS Innovation

Provide program management oversight for innovation opportunities identified by CTS stakeholders

Target: CTS Requirements Tool

Manage the operations and maintenance of the CTS Management System (CMS) to support the execution and management of the CTS Contract

Initiative: Deployment of Windows 10

Continue Windows 10 deployment to AIT managed clients.

Activity: Deployment of Windows 10

Continue Windows 10 deployment to AIT managed clients.

Target: AJW MDT/SLE Upgrades –T4

AJW and AIT will perform Windows 7 to Windows 10 upgrades according to the approved AJW MDT/SLE Windows 10 Upgrade Plan. A Memorandum of Agreement between the two organizations will be established for those computers remaining on Windows 7 past 1/4/2021.

Initiative: AIS Key Operational and Project Management Activities

This initiative represents key activities and projects performed by AIS which are not clearly aligned under other AFN Initiatives and serves as a repository for short term incentives for AIT Executives.

Activity: Cybersecurity Workforce Assessment Act

Collaborate to implement the approved Agency approach to meet requirements of the Cybersecurity Workforce Assessment Act.

Target: Report to Congress: National Academy of Sciences Cybersecurity Workforce Study

Coordinate with Cybersecurity Steering Committee (CSC) representatives to review the results of the National Academy of Sciences cybersecurity workforce study, develop an implementation plan, and prepare a report to Congress. Submit to AFN-1 for review and comments.

Initiative: Surveillance Broadcast Services (SBS)

Surveillance Broadcast Services (SBS)

Activity: Training

Training

Target: Conduct a training class to support the establishment/renewal/maintenance of a PMP and/or PM Level I/II/III certification in FAITAS. The employees will earn PDUs as well.

Conduct a training class to support the establishment/renewal/maintenance of a PMP and/or PM Level I/II/III certification in FAITAS. The employees will earn PDUs as well.

Target: Conduct a systems engineering training class to support the establish/renewal/maintenance of a Systems engineer certification level I/II/III in FAITAS.

Conduct a systems engineering training class to support the establish/renewal/maintenance of a Systems engineer certification level I/II/III in FAITAS.

Initiative: AJG-C Business Office Management

Fulfill several business office management functions for the directorate

Activity: AJG-C Budget and Contracts [CORE WORK]

Fulfill budget and contracts work for AJG-C.

Target: AJG-C Budget [Delivery]

Formulate, execute and maintain Customer Strategy budgets with AJG-R financial leads and the ORB. Keep leadership informed. Meet all deadlines for ORB submissions.

Target: AJG-C Contracts [Delivery]

Analyze monthly contract invoices and processing and keep leadership informed. Act as ATO Government Technical Interpreter (GTI) for the NISC contract.

Activity: Training for MS Teams

Provide training for MS Teams to Management Services (AJG) employees.

Target: MS Teams Training

Provide assistance to AJG on MS Teams through the AJG Teams Familiarization Workgroup.

Activity: ATO CFC Campaign

Coordinate and implement ATO CFC Campaign.

Target: ATO CFC Campaign

Coordinate ATO activities with ACR and provide AJG-C Director weekly status reports.

Global Leadership

Advance global aviation safety, operational excellence and innovation by leading and collaborating with aviation authorities globally

Higher Level of safety and security globally

Advancing the safety and security of commercial aviation is a complex, multi-faceted and continually evolving challenge with an array of important stakeholders required to achieve success.

Initiative: AJV International

AJV International Activities for Global Operations

Activity: Global Operations

Provide support as required for FAA participation in standup of the Safer Skies Consultative Committee (SSCC), and FAA Crisis Response Working Group.

Target: Safer Skies Consultative Committee (SSCC)

Support FAA participation in standup of the Safer Skies Consultative Committee (SSCC).
Share best practices on airspace security and crisis airspace management with the internal agency team supporting the FAA representative to the SSCC.

Target: Crisis Response/Airspace Coordination

Support Crisis Response/Airspace Coordination. Work within the FAA Crisis Response Working Group for Potentially Hazardous Situations Outside of the United States to assess risk to U.S. civil aircraft operations from the hazards of regional and sub-regional conflict zones around the world.

Seamless and Efficient Operation in the Internal Aviation System

The FAA is in a position to lead safety and efficiency improvements globally through ICAO, CANSO and other international organizations; with our airspace neighbors; and in areas where U.S. stakeholders encounter obstacles to safe and efficient operations.

Initiative: AJV International

AJV International Activities for Americas

Activity: Americas

Promote seamless airspace and harmonized air traffic procedures in the Caribbean among neighboring air navigation service providers.

Target: Bahamas Airspace Negotiations

Support FAA/API/AWH with the planning and preparation for the Bahamas airspace negotiations and the development of the associated Air Navigation Services Agreement and the Air Traffic Services Annex.

Target: ICAO High Level Safety Conference in Montreal, Canada

Support the planning and preparation for the May 17-21, 2021 ICAO High Level Safety Conference in Montreal, Canada for ATO participation and ATO-related topics, including the Global Air Navigation Plan, the Technical Commission, and an integrated CNS/Spectrum Strategy

Target: Caribbean Inter-facility Coordination Group (CICG) meetings

Continue to facilitate and chair the annual and quarterly Caribbean Inter-facility Coordination Group (CICG) meetings and provide support to the CICG Flight Plan Quality Subgroup, which is working to reduce the number of duplicate flight plans disseminated to the ATSUs.

Target: Caribbean Aviation Resilience and Recovery Group (CAARG)

Deliver the CADENA OIS version that integrates the needs of Caribbean Aviation Resilience and Recovery Group (CAARG)

Activity: Europe, Africa, & Middle East

Promote seamless airspace and harmonized air traffic procedures in the North and South Atlantic among neighboring air navigation service providers.

Target: ICAO North Atlantic Systems Planning Group and the Implementation Management Group

Promote seamless airspace and harmonized air traffic procedures in the North and South Atlantic among neighboring air navigation service providers. Provide support and leadership at the ICAO North Atlantic Systems Planning Group and the Implementation Management Group to advance US positions and identify areas of collaboration. Participate in these meetings virtually if needed.

Target: Single European Sky's Air Traffic Management (SESAR) Joint Undertaking (JU) and Deployment Manager (DM)

Develop objectives to support harmonization of standards for communications, navigation and surveillance technology and procedures between the FAA and Europe. Continue collaborative efforts with the Single European Sky's Air Traffic Management (SESAR) Joint Undertaking (JU) and Deployment Manager (DM). Host at least one virtual meeting in preparation for the ExComm.

Target: CANSO World ATM Congress

Support the ATO's preparation for the CANSO World ATM Congress. Prepare executives to participate in bilateral meetings. Support FAA outreach activities during the event

Innovative Technologies and Capabilities deployed Globally

FAA will advance the work with international counterparts from the earliest stages of R&D, testing and evaluation to the creation of international standards for global implementation.

Initiative: AJV International

AJV International for Oceanic Support Services

Activity: Oceanic Support Services

Support the Oceanic Advisory Group for the reduction of oceanic separation standards and proposed ATOP improvements and the integration of new innovative technologies and operational disruptors such as unmanned operations.

Target: Oceanic Advisory Group

Convene an Oceanic Advisory Group to support the reduction of oceanic separation standards and proposed ATOP improvements. Outline the benefits and feasibility of integrating new technologies such as Space-Based ADS-B into ATOP.

Target: Trajectory-Based Oceanic Control (TBOC)

Outline programmatically and develop a strategy to implement the ATO's "Future of the Ocean 2035" (FOTO35) vision. The strategy should address enhanced communications, improved air traffic procedures, enhanced Trajectory-Based Oceanic Control (TBOC), seamless airspace and harmonization among neighboring ANSPs and the integration of new innovative technologies and operational disruptors such as unmanned operations

Enhance Collaboration in Support of International Engagement

Increased engagement, collaboration and assistance globally can increase the acceptance of U.S. standards and products.

Initiative: AJV International

AJV International Activities for Asia Pacific

Activity: Asia Pacific

AJV international activity for the Asia Pacific Group

Target: Informal Pacific ATC Coordinating Group (IPACG) meeting

Develop strategy and objectives for ATO participation in the Informal Pacific ATC Coordinating Group (IPACG) meeting. Work with AJT, AJM, and ANG to develop papers and positions to support the overall FAA effort.

Target: Airspace Design Best Practices

Share ATO's airspace design best practices via either a regional airspace symposium to include several Asia-Pacific States or a regional ICAO meeting.

Target: International Civil Aviation Organization's (ICAO) Asia-Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) meeting

Develop strategy and objectives for ATO participation in International Civil Aviation Organization's (ICAO) Asia-Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) meeting. Work with ATO offices to develop papers and positions to support the overall United States Government effort.

Target: FAA/Civil Aviation Authority of Singapore (CAAS) Executive Video Series

Facilitate ATO Executive- or Director-level participation as speakers in the FAA/Civil Aviation Authority of Singapore (CAAS) Executive Video Series.