

**Department of Transportation
Inspector General Top Management Challenges
for Fiscal Year 2017**

**Federal Aviation Administration
Year-End Progress Reports**

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Overseeing an Expanding and Dynamic Unmanned Aircraft Systems (UAS) Industry

Why is this issue significant?

As new technologies evolve in the field of transportation and beyond, new safety challenges arise alongside them. Without a doubt, the growing demand for unmanned and autonomous vehicles—both in the air and on the ground—represents substantial commercial opportunities for U.S. businesses. The Federal Aviation Administration (FAA) recently forecasted 1.9 million units in potential annual sales of Unmanned Aircraft Systems (UAS) in 2016, which could increase to 4.3 million units sold annually by 2020.

Actions taken in FY 2017:

- The FAA conducted weekly UAS Focal Point Outreach meetings with field offices in its Office of Safety to help aviation safety inspectors to stay up to date on UAS issues and guidance.
- Aviation safety inspectors completed the following UAS-related courses using the FAA's electronic Learning Management System (eLMS) in FY 2017:
 - Introduction to Unmanned Aircraft Systems: **758** courses completed
 - Unmanned Aircraft Systems – Initial: **689** courses completed
 - Part 107 Small Unmanned Aircraft Systems (sUAS): **3,768** courses completed

Additional course material may be developed or existing courses will be updated as UAS rulemaking progresses.

- The FAA reinforced its process for inspecting commercial UAS operators by revising FAA guidance to cover UAS risk-based surveillance. This revision was published on July 25, 2017.

Actions remaining and expected completion date:

- The FAA will continue to look for opportunities to add and enhance available UAS information. This effort will be ongoing.
- The FAA is developing a new system that will allow the agency to receive, process and issue airspace authorizations for UAS more efficiently. The FAA started to deploy this system in October 2017.
- The FAA plans to continue the weekly UAS Focal Point Outreach meetings through the end of FY 2017 and into FY 2018.

Results or expected results:

These efforts, along with investigations of local accidents and incidents involving UAS, allow the FAA to continuously monitor and accumulate data on the risk level UAS pose to the national airspace in a risk-based manner that can readily be compared to other aircraft. This is how the FAA has integrated UAS surveillance into a comprehensive view of aircraft risk in the national airspace.

Maximizing Benefits from Personal Identity Verification (PIV) Cards

Why is this issue significant?

The FAA has not yet established PIV access at 530 facilities, though it plans to do so by the end of fiscal year 2018. Until DOT establishes full use of PIV cards across all its Operating Administrations, it will face increased security risks and will be unable to ensure that system users and individuals who access facilities and systems are correctly identified as authorized personnel.

Actions taken in FY 2017:

- The FAA continues to work on making 18 information systems accessible through PIV cards.
- FAA has successfully deployed PIV access at 399 facilities, and 159 facilities have been connected to the PIV Authentication Database. These actions will provide the capability for real-time access control. (Currently, the FAA is reporting 513 facilities with a security level that necessitates PIV-enabled access. The number of FAA facilities fluctuate based on closing and consolidations.)

Actions remaining and expected completion date:

- Remaining information systems are expected to be PIV enabled by September 2018.
- Remaining facilities are expected to have PIV access by September 2018.

Results or expected results:

The FAA's continuing efforts to deploy PIV access to facilities and information systems will enhance security, increase efficiency, reduce identity fraud, and protect personal privacy.

Extending Security Boundaries to Cover All DOT Information

Why is this issue significant?

DOT's Office of the Chief Information Officer (CIO) has not ensured that the Security Operations Center (SOC) has access to all departmental systems or required the Center to consider incident risk, thus limiting the Center's ability to effectively monitor, detect, and eradicate cyber incidents throughout DOT. In addition, the OIG recently reported that DOT's monitoring of cybersecurity incidents is ineffective and incomplete due to lack of access to FAA's systems.

Actions taken in FY 2017:

- There are 39 major information systems in operation in the national airspace that use Internet Protocol (IP) technology.
- Monitoring these systems is a key deliverable of the National Airspace System (NAS) Cyber Operations (NCO), which serves as the FAA's focal point for cyber security activities related to the national airspace. When NCO validates that a reportable cybersecurity incident has occurred, NCO notifies the SOC in a timeframe that ensures compliance with Federal Incident Notification Guidelines.
- The NCO integrated 10 additional systems in FY 2017, increasing the number of systems monitored by NCO to a total of 23 systems.

Actions remaining and expected completion date:

- The NCO will integrate the remaining 16 systems for monitoring by the end of CY 2018.

Results or expected results:

Integration of the major airspace systems will allow for effective monitoring, detection and eradication of cyber incidents in the national airspace by the NCO.

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Strengthening Disadvantage Business Enterprise (DBE) Program Oversight

Why is this issue significant?

The DBE program's overall effectiveness and integrity depends on sustained DOT leadership, guidance, and oversight. In the past, the OIG has recommended, among other things, that agencies develop an oversight and compliance plan. More recently they found that the FAA and airports do not provide adequate oversight and guidance to ensure DBE firms are paid promptly, there is very limited car rental participation, and there are challenges with regard to certification. Furthermore, the number of new firms doing business at the nation's largest airports has declined, and major barriers impede the success of new and existing disadvantaged firms.

Actions taken in FY 2017:

- The FAA implemented a Comprehensive DBE Oversight and Compliance Plan, which included a substantial review of program documents and reports, training, technical assistance, complaint investigations, and airport on-site compliance reviews.
- The FAA publicized information regarding resources within DOT and the FAA that can assist small businesses seeking business opportunities at our nation's airports. The FAA included its Small Business Office in this year's Airport Minority Advisory Council conference. The FAA also posted the DOT Office of Small and Disadvantaged Business Utilization Technical Assistance Brochure on the FAA website.
- The FAA provided area-specific training at a number of conferences. Training addressed goal-setting, prompt payment, and DBE certification. Training was conducted at:
 - FAA Office of Civil Rights' National Civil Rights Training Conference for Airports
 - Unified Certification Programs offices in Texas and California
 - American Contract Compliance Association Conference
 - ACI-NA's Business of Airports Conference
 - Airport Minority Advisory Council Conference
- The FAA provided training on how to properly set goals for car rental concessionaires at airports. This training was provided at the FAA Office of Civil Rights' National Civil Rights Training Conference for Airports. This training is available on the FAA website.
- Since February 2017, the FAA has assessed and documented the amount of time it takes for DBEs to be certified under the Unified Certification Program and ensured that staff have completed mandatory certification training.

- The FAA analyzed and addressed any significant or noteworthy changes in DBE participation at major airports. All Core 30 airports were required to develop a goal shortfall analysis and action plan to address the shortfall, and to submit these documents to the regional specialists for approval.
- In February 2017, the FAA issued a best practices memo to airports that provided information on identifying opportunities for new DBEs.
- In August 2017, the FAA implemented a new matchmaking feature in our web-based reporting system that matches certified DBE firms with airport business opportunities.

Actions remaining and expected completion date:

- The FAA will request that airports update their DBE programs to include mechanisms to ensure that firms are paid promptly after work is completed. The FAA expects to issue guidance in December 2017.
- The FAA will roll out a compliance dashboard feature in our web-based reporting system that will allow FAA officials to review an airport's civil rights compliance status before issuing a grant. The tool is currently being tested at several Office of Airports district offices. The FAA expects to complete its rollout in December 2017.

Results or expected results:

The FAA's actions will help eliminate barriers for all of those who meet DBE program requirements and wish to participate in the program, while ensuring that there is a level playing field. In addition, increased training opportunities will ensure that the DBE program is implemented more consistently at our nation's airports.

Keeping Near-Term NextGen Investment Priorities on Track and Addressing Key Risks

Why is this issue significant?

The NextGen priorities are established in collaboration with FAA and industry stakeholders via the NextGen Advisory Committee (NAC). As such, there are investments from all stakeholders that are vital to the success of the priorities. The success of this effort continues to be dependent upon effective collaboration between the FAA and industry. FAA leadership has worked closely with industry leadership to lead the effort to develop plans that will result in the delivery of tangible benefits and increase the community's confidence in NextGen by deploying these four capabilities through 2019. It is important to understand the severity of risks to the implementation of the four priorities in order to manage key decisions around risk management. The FAA is successfully meeting and managing near-term NextGen NAC investment priorities at a rate of 98 percent. A refined identification of risks can better help organize key risks to foster and maintain increased confidence in NextGen.

Actions taken in FY 2017:

The FAA continues to manage risk at the program level, portfolio level, and most recently the NextGen enterprise level through standard working groups with FAA leadership and industry forums.

- The near-term NextGen priorities established in collaboration with the FAA and industry stakeholders via the NAC are included in this overall risk management framework. The FAA held three NAC meetings as planned in FY2017. Meetings took place on October 5, 2016; February 22, 2017; and June 28, 2017.
- The FAA held monthly NextGen Priorities Integration Working Group status meetings throughout FY2017. During each status meeting, the leaders discussed the risks and mitigation strategies and assigned solutions.
- In addition to regularly scheduled NAC subcommittee meetings, the FAA held calls with industry leadership and met bi-monthly with industry leadership to understand industry risk. Following the FAA's risk management process, identified risks were assigned to the appropriate program or portfolio managers for mitigation, or they were elevated to the NextGen Management Board or another higher level body for mitigation and resolution.
- The NextGen Management Board reviewed risks, mitigations and tracked the status at the direction of the FAA Deputy Administrator and Chief NextGen Officer.

Actions remaining and expected completion date:

The FAA will update the NextGen Priorities Oversight Plan in collaboration with its industry partners, to add additional risk management rigor to the collaborative NextGen Priorities process. In accordance with the NextGen Integration Working Group Oversight Plan, the FAA and industry NIWG teams brief risks quarterly at the NAC subcommittee meetings. As risks are identified and mitigated, corresponding commitment changes are reported and documented in the quarterly report to the NAC subcommittee

and codified in the annual update to the Joint Implementation Plan. FAA will continue to collaborate and meet with industry regularly to identify and mitigate risks.

Results or expected results:

With the actions taken throughout 2017, the NextGen Priorities have accomplished 141 of 143 milestones to date, which represents a 98 percent completion rate.

Defining the Costs and Benefits of the NextGen Transformational Programs

Why is this issue significant?

The FAA recognizes the importance of defining cost and benefits of transformational programs. The FAA's NextGen modernization effort consists of a broad set of programs in different stages of the development and acquisition lifecycle. These programs are designed to achieve the operational capabilities described in the "Future of the NAS" concept document.

Those NextGen program segments that have progressed to a final investment decision by the FAA's Joint Resources Council (and thus have been "baselined") have detailed, documented cost and benefit estimates. For all active FAA programs in FY 2016, aggregate variances are -2.80 percent within their original cost baselines and -5.64 percent within their original schedule baselines. For non-baselined segments, the FAA continues to follow our acquisition process to reduce risk.

Additionally, through the NextGen Business Case, the FAA used the best information available to estimate costs and benefits at an enterprise level for NextGen operational improvements described in the "Future of the NAS" through 2030. The costs and benefits in this report are segregated into JRC baselined and non-baselined program segments.

Actions taken in FY 2017:

- As we move forward with NextGen implementation, the FAA will continue to baseline additional NextGen program segments. The FAA approved four NextGen final investment decisions in FY 2017. The FAA now has contract cost, benefits, and schedule information for the following programs and manages the programs against their baselines:
 - En Route Automation Modernization (ERAM) Technical Refresh Segment 1
 - ERAM Sector Enhancements
 - Collaborative Air Traffic Management Technologies (CATMT) Work Package 4
 - NextGen Distance Measuring Equipment (DME)
- In January 2017, the FAA Joint Resources Council (JRC) approved the yearly update of the National Airspace System (NAS) Enterprise Architecture (EA) with particular focus on the Infrastructure Roadmaps. The 2017 NextGen Implementation Plan (NGIP) has been written and is currently under review for public release.
- All of our acquisition programs follow Acquisition Management System (AMS) which is in compliance with the Office of Management and Budget (OMB) policy.
- The FAA published the Future of the NAS report. This report describes the future evolution of the national airspace, which is further defined in the NAS EA and NAS Segment Implementation Plan (NSIP). The report helps industry and the agency plan for the future and prioritize investments. In alignment with these plans, the annual development of the agency's Capital Investment Plan balances long-term planning with critical sustainment needs.

- This year, the FAA continued to collaborate with industry stakeholders, through the NextGen Advisory Committee (NAC), to track and monitor NextGen milestones, ensuring that NextGen implementation commitments were met. In addition, the FAA co-chaired the NAC Joint Analysis Team (JAT), which focused on reaching a common statement of fact regarding performance impacts and benefits attributed to NextGen capabilities. With emphasis on NextGen delivery, the FAA continued to update benefits estimates for NextGen’s implemented capabilities based on the latest deployment information and industry collaboration outcomes.

Actions still remaining and expected completion date?

- The actions described above are ongoing, annual activities – updating the NAS EA, NSIP, and NGIP; baselining programs through final investment decisions; and working through the JAT to track NextGen milestones and benefits. No additional actions are required.

Results or expected results:

Final investment decisions, and associated cost, benefit, and schedule baselines, help to reduce the implementation risks of the overall NextGen effort by progressing the programs from pre-implementation to implementation programs. Revisions to the NAS EA, NSIP and NGIP document any program revisions required by shifting budgets and research discovery to keep planning documents current. Continued collaboration with industry, through the JAT, helps justify to aviation stakeholders the overall investment being made in NextGen technologies and procedures.

Enhancing Redundancy and Contingency Plans for Air Traffic Operations to Mitigate Disruptions

Why is this issue significant?

While FAA has begun to develop new contingency plans, which include airspace divestment for the major Center facilities, the plans are incomplete. For instance, FAA has not validated or procured the necessary hardware (i.e., switches, circuits, and cabling) needed to support the new plans. In addition, FAA has not fully developed divestment plans to manage the loss of air traffic control or identified various facilities' specific roles and responsibilities to support the new plans. As a result, it is unclear whether the new contingency plans are realistic, fully executable, or will actually mitigate the impact of future disruptions.

Actions taken in FY 2017:

- The FAA established the Air Traffic Organization (ATO) Operational Contingency Group (ATOC) as a permanent office in December 2016. The ATOC group unifies contingency and continuity operations throughout the national airspace with a focus on air traffic operations with a mission to support continuous service delivery to the flying public.
- The FAA recently began a detailed review of all En Route and Core 30 airport facility contingency plans on a rotating basis. The FAA also validated Operational Contingency Plans in accordance with the FAA order, "Air Traffic Control Operational Contingency Plans," which was revised on May 1, 2017.
- The FAA completed surveys of the facilities and identified key system configuration data that will improve the response times in reconfiguring systems to effectively achieve an airspace divestment. The facility continuity plans address roles and responsibilities for divestment.
- The FAA convened a series of meetings with NextGen program officials to identify how NextGen capabilities can functionally enhance the resiliency and continuity strategy of National Airspace System (NAS) operations and mitigate the impact of future air traffic control disruptions. The FAA developed a list of NextGen programs that benefit contingency planning. As these new technologies are deployed, the FAA will update local facility contingency plans as applicable.

Actions still remaining and expected completion date?

- The FAA will initiate a detailed national review of OCPs focused on areas such as the facility-specific plans for airspace divestment. The process of annual OCP reviews will be established to validate OCP execution and to ensure that technical requirements are based on current technology. This action will begin in October 2017.

- The FAA has completed demonstration test events and captured lessons learned and best practices as part of an effort to update national guidance documentation and provide templates to aid our facilities in more consistent and more operational effective contingency plans. The FAA intends to roll out the new guidance and improved templates in FY 2018.
- The FAA is in the process of validating the contingency plans to ensure that they address contingency capabilities in the current state. That activity will continue into FY 2019. Contingency plans capture what facilities can do with their current technology. In FY 2018, the FAA will collect each site's automation or communications infrastructure requirements to justify upgrades.
- The FAA will complete the first stage of divestment plans for oceanic airspace based on current technology by January 2018. The FAA is also developing a list of potential system enhancements to improve system efficiency during a divestment of oceanic airspace.
- The FAA is continuing development of the Resiliency Model and Toolset that includes the Avoidance and Mitigation Index Model, the Operational Response Index Model and has initiated discussions on the Airspace Recovery Index Model. In FY 2018, the FAA will implement a methodology for predicting the resiliency of the national airspace and efficiency impact at major air traffic control facilities. After a draft investment and prediction model toolset is built, the FAA will validate the model as part of an ongoing effort to update and improve facility contingency and resiliency plans. The roll out of those updates will begin in FY 2018.
- The FAA has completed verifying sufficient redundancy of radar data feeds to air traffic control facilities that manage airspace close to airports, and to back-up sites. This effort validated that any lack of redundant terminal radar feeds to facilities that would assume control during an airspace divestment poses very low risk and impact to the OCPs. The FAA has the capability to reroute radar data between facilities in a very short time period.
- Reducing this risk further, the FAA started expanding telecommunications capacity at FAA Centers , which will reduce the time it will take to move radio and radar telephone data lines between facilities. This effort will be completed in FY2018

Results or expected results:

The FAA's actions have improved the policy, rigor and operational fidelity of contingency plans. Additionally, the FAA has completed prototype tests and lessons learned that are benefiting OCP updates underway this year. Lastly, the increased focus and attention on reviews, metrics, policy and technology enhancements will continue to improve overall continuity (a combination of improving

service resiliency as well as contingency) and will lessen the impacts of events that affect the FAA's ability to provide air traffic control services.

Ensuring Enough Fully Certified Controllers at Critical Air Traffic Facilities

Why is this issue significant?

The FAA employs nearly 14,000 air traffic controllers and is planning to hire over 5,600 more in the next five years. Although the FAA's controller staffing levels at its critical facilities are generally consistent with the agency's Controller Workforce Plan, there are unresolved issues with the validity of the plan. This was due in part to significant weaknesses with the process that FAA uses to determine the staffing ranges in its plans. Without better models, FAA will continue to face challenges in ensuring its critical facilities are well staffed.

Actions taken in FY 2017:

- In FY 2017, the FAA exceeded its Air Traffic Controller hiring goal of 1,781, hiring a total of 1,889 Air Traffic Controllers. This represents an increase of 6.1 percent over the intended hiring goal.
- The FAA fully implemented its Priority Placement Tool to prioritize the placement of new controllers to the facilities with the greatest need. This model has allowed the FAA to place employees at facilities where they are needed most and will have the most operational impact.
- The FAA continued to use and modify a model developed by the MITRE Corporation for the movement of current controllers within the system by targeting those facilities with the greatest need, providing certified controllers from air traffic control facilities that would not be adversely impacted. This has resulted in movement of nearly 500 certified controllers to higher level facilities with the greatest need within an average of three months compared to the previous average of two years.
- The MITRE model allowed the FAA to place new controllers at facilities where they are more likely to become Certified Professional Controllers (CPCs), and move our current CPCs to higher level facilities. The projected number of CPCs increased from 86.3 percent to 93.6 percent during the same period.
- FAA continues to modify the model and target remaining facilities that have historically faced challenges with initiatives to balance system-wide controller staffing. This includes using incentives and programs that target these facilities while ensuring continued placement to all facilities, and facilitating the movement of controllers to ensure a balance of CPCs in training.

Actions still remaining and expected completion date?

- The actions described above are ongoing, annual activities.

Results or expected results:

The initiatives undertaken in the last two years have demonstrated that the use of the modeling, placement of new hires, and movement of current controllers has resulted in a more balanced workforce nationwide. It has also allowed the predictable placement and movement to facilities in anticipation as opposed to in reaction to attrition.

Keeping Current on New Acquisition Skills and Financial Tools

Why is this issue significant?

The Office of Federal Procurement Policy has recognized that achieving good results from contracting tools is directly linked to the skills, judgment, and capacity of the acquisition workforce. As FAA's acquisition workload changes and increases with the growing complexity of Federal programs, it will require more resources and new skills to ensure sound acquisition management and reduced program risks—an area where challenges may exist for FAA.

Actions taken in FY 2017

- The FAA revised its Acquisition Management System Procurement Guidance in January 2017, updating authorities and warrant requirements to better reflect FAA mission, process and personnel needs.
- Contracting Officer Warrants were reissued by FAA in March 1, 2017. The reissuance standardized the language cited on warrants, eliminated inconsistencies that may have existed on previous warrants and ensured warrant compliance with delegation standards published in Acquisition Management System.
- The *Agile Program Management Practices for the Federal Aviation Administration* was published to the FAA Acquisition System Toolset through its January 2017 update, to be used to promote the efficient delivery of capabilities through focused iteration of planning, execution, and monitoring.
- FAA hosted the Acquisition Hot Topics Training, *Screening Information Request (SIR) from a Cost/Price Perspective* on April 4, 2017. This session provided training on how to integrate effective evaluation criteria and cost principles into solicitations to promote the receipt of quality cost proposals and successful source selections.

Actions still remaining and expected completion date?

- No additional actions are planned.

Results or expected results:

Improvements resulting from these actions include increased consistency and clarity for warrant requirements and delegation standards, additional program management options where practicable to promote the efficient delivery of capabilities and better integration of cost principles into solicitations and resulting contract awards.

Managing New Safety Requirements from the FAA Extension Act

Why is this issue significant?

The FAA has several ongoing initiatives to enhance aviation safety. Under the FAA Extension, Safety, and Security Act of 2016, the FAA must ensure the Agency's safety assessment system prioritizes inspections at foreign repair stations performing heavy maintenance for U.S. carriers, using risk-based oversight and data to track corrective actions. The Extension Act also requires the FAA to consider the recommendations of a Pilot Fitness Aviation Rulemaking Committee in determining whether to implement additional screening for mental health conditions. Further, the Extension Act requires the FAA to issue a rulemaking on alcohol and controlled substances testing and ensure completion of pre-employment background checks for safety-sensitive repair station employees.

Actions taken in FY 2017:

Repair Stations

- The FAA revised its policies to assign the FAA Coordinator (in the International Field Office Branch) responsibilities in providing oversight and audit reporting of repair stations located outside of the United States. The new guidance is consistent with the aviation safety agreement and the Maintenance Annex Guidance between the FAA and the European Aviation Safety Agencies (EASA). The FAA and EASA will continue working together to identify areas in the aviation safety agreement that may need further clarification and improvements.
- On December 28, 2016, the FAA revised its policies to further expand and integrate the role of the FAA's International Field Offices in the oversight of repair stations located outside of the United States. This change provides consistency with the oversight and audit reporting requirements specified in the aviation safety agreement and the Maintenance Annex Guidance.
- The FAA developed an online briefing for its aviation safety inspectors that provides an overview of the FAA's revised guidance on the oversight and audit reporting of repair stations located outside of the United States. This training was completed on July 31, 2017.
- The FAA completed a review of the Safety Assurance System (SAS) on October 30, 2016, and determined that the FAA's policy and guidance material for the system covers the risk-based oversight of repair stations located outside the U.S. SAS contains the tools and resources necessary to ensure it considers inspections and accounts for the frequency and seriousness of corrective actions of repair stations that conduct scheduled heavy maintenance work on commercial air carrier aircraft.

Pilot Training

- On January 4, 2017, the FAA provided guidance to inspectors responsible for oversight of commercial air carrier operations to provide them with information about the FAA's new requirements related to pilot training and qualification. This guidance included information to

help inspectors encourage their assigned carriers to develop a plan to meet those new requirements, and provided SAS custom data collection tools for inspectors to use to evaluate changes to training programs designed to meet the new requirements.

Pilot Records Database

- The FAA continues to develop regulations for the Pilot Records Database.
- Phase II of the Pilot Records Database (PRD) web application was completed ahead of schedule in June 2017.
- Phase III of the PRD web application was completed ahead of schedule in July 2017.
- In March 2017, the Office of the Inspector General closed its recommendation to develop a clearly defined and expedited schedule for the development and implementation of a Pilot Records Database, including cost estimates and project timeline.

Pilot Mental Fitness

- The Aviation Rulemaking Committee's recommendation regarding psychological testing was considered, and actions were taken in FY 2016. As a result, no further actions were required in FY 2017.

Alcohol and Controlled Substances Testing

- The FAA developed a draft regulation in December 2016 that would require foreign repair station employees who perform maintenance on commercial aircraft to be covered under a drug and alcohol testing program consistent with U. S. federal laws and state laws where the repair station is located.

Actions remaining and expected completion date:

Repair Stations

- The FAA and EASA continue to work together to identify areas in the aviation safety agreement between the U.S. and European Union that may need clarification and improvements. When changes are warranted, they are incorporated as needed in collaboration with EASA. The most recent revisions to the Maintenance Annex Guidance included audit reporting developments that provide foreign aviation authorities and FAA inspectors the ability to collect data for risk assessments. This activity is ongoing.

Pilot Records Database

- The FAA expects to publish its draft regulation by February 2018, pending review. The close of the public comment period would then occur in May 2018.

- The FAA completed Phase III of the PRD web application, however it has not yet deployed the application for industry use because of several delays in developing the MyAccess user self-registration system. The FAA is working to resolve these concerns. The PRD will be released for external users as soon as the MyAccess system is ready. This activity is ongoing.

Foreign Station Alcohol and Controlled Substances Testing

- The FAA will continue to develop its regulations.

Results or expected results:

The new enhancements will assist in prioritizing inspections and result in more consistent inspection practices that improve detection of systemic deficiencies and increase the effectiveness of repair station safety oversight performed by the FAA, EASA, and foreign aviation authorities who oversee repair stations in the European Union that perform heavy maintenance for U.S. carriers.

The FAA will continue to work closely with EASA to make improvements to the existing aviation safety agreement between the U.S., the European Union, and the foreign aviation authority with oversight responsibility of FAA repair stations located outside the U.S. These agreements are developed to allow the FAA and EASA to rely on each other's surveillance systems, minimize the duplication of efforts, increase efficiency, and conserve resources to the greatest extent possible.