

How Are We Doing? 2019 Organizational Success Increase and Measures (OSI/OSM)

Safety		
1	<p><u>Commercial Air Carrier Fatality Rate:</u> Reduce the commercial air carrier fatalities per 100 million persons on board by 50% over 18-year period - FY 2008-2025. Target for FY 2019 is 5.9. Due September 30, 2019</p>	<p>This target is complete. The FY19 Target was 5.9. Year to date there have been 5 fatalities.</p>
2	<p><u>General Aviation Fatal Accident Rate:</u> Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by 2028. FY 2019 Target: .98 Due September 30, 2019</p>	<p>The target is complete, the General Aviation Accident Performance Measure of 0.93 was recorded which was under the target of 0.98.</p>
3	<p><u>Commercial Space Launch and Reentry Accidents:</u> No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities. Due September 30, 2019</p>	<p>The target is complete. There have been no fatalities, serious injuries, or property damage during any FAA licensed or permitted launch or reentry activity.</p>
4	<p><u>Commercial and Non Commercial Surface Safety Risk Index:</u> <i>Commercial:</i> Maintain the weighted surface safety risk index at or below 0.35 per million operations for Commercial Aviation. Due September 30, 2019 <i>Non-Commercial:</i> Maintain the weighted surface safety risk index at or below 0.60 per million operations for Non-Commercial Aviation. Due September 30, 2019</p>	<p>The target is complete. The SSM Target of at or below 0.35 per million operations for Commercial Aviation was met. The SSM Target is to Maintain the weighted surface safety risk index at or below 0.60 per million operations for Non-Commercial Aviation was also met for the entire reporting period.</p>
5	<p><u>Ground Based Safety -Reduce the risk of runway incursions by implementing improvements and mitigations:</u> At locations with high frequency or severe wrong surface operations risk, conduct at least three (3) <i>Special Focus Runway Safety Action Team</i> (SFRSAT) meetings per Service Area (i.e., Eastern Service Area, Central Service Area, and Western Service Area) and develop a minimum of nine (9) Runway Safety Action Plans. Due September 30, 2019</p>	<p>The target is complete. The special focus RSATs have been completed in PHL, BNA, CNO, LNK, STS, BOI, and SAT, FCM and BED. FAA met this target by conducting 9 special focus RSATs in the fiscal year.</p>
6	<p><u>Cargo Safety Risks:</u> Mitigate safety risks introduced by the carriage of air cargo through collaboration, data collection, industry risk- based decision making, and adoption of industry policy and guidance. Activity 1. Process in place to carry cargo as designed Target #1 Release draft guidance to the Cargo Safety Executive Team that outlines a systems approach to analyzing, evaluating and mitigating risks presented through the transport of any type of cargo that may cause a change in the effectiveness of aircraft systems. Due May 31, 2019 (AVS) Activity 2. Coordinated approach to research and standards Target #1 Establish a documented program to provide a coordinated, FAA approach to cargo fire research and related standards, guidance and information for the public. Due September 30, 2019 (ASH)</p>	<p>The targets are complete. During June, the draft of the guidance document was revised to reflect the operator perspective. Review of sources of data and information to aid operators in performing cargo safety risk assessments was completed. The draft was timely completed on June 28, 2019.</p>
7	<p><u>Hazard Risk Mitigations:</u> Implement 80% of approved mitigation activities in association with ATO's Top Five (5) identified safety issues/hazards that affect safety risk in the National Airspace System (NAS). Due September 30, 2019</p>	<p>The target is complete. During June, the draft of the guidance document was revised to reflect the operator perspective. The draft was timely completed on June 28, 2019.</p>
8	<p><u>System Risk Event Rate (SRER):</u> Reduce risks in flight by limiting the rate of the most serious losses of standard separation to 10 or fewer for every thousand (0.01) losses of standard separation within the National Airspace System (NAS). Due September 30, 2019</p>	<p>The target is complete. FY19 SRER was under 10 for the entire reporting period. SRER is based upon a 12 month cumulative average of data. Oct 18 – Sep 19: 2.08 Sep 18 – Aug 19: 2.64 Aug 18 – Jul 19: 2.46.</p>

9	<p><u>Exert Global Leadership at ICAO:</u> Work through the International Civil Aviation Organization (ICAO) to align global direction and priorities with U.S. policy and positions. Based on the 13th Air Navigation Conference concludes, identify priority issues and implement an action plan, including regional and bilateral outreach, to promote, advance, and secure FAA's top three objectives relating to safety, air navigation, and emerging issues for the ICAO 40th Assembly. Due September 30, 2019</p>	The target is complete. The Action plan and the FAA's top three objectives were coordinated with the ISC/IAB and the Management Board.
Infrastructure		
10	<p><u>North East Corridor (NEC):</u> Achieve eighty (80) percent the FAA's Northeast Corridor commitments within a calendar quarter of their scheduled dates. Due September 30, 2019</p>	The target is complete. The FAA surpassed the target 80% of the NextGen priorities for the Northeast Corridor (NEC) commitments, accomplishing 16 of 19 (84%).
11	<p><u>NAC Recommendations:</u> 80% of the FAA's commitments to Congress in response to the NAC recommendations are achieved within a calendar quarter of their scheduled dates. Due September 30, 2019</p>	The target is complete. The FAA completed 80% of the NextGen priorities Joint Implementation Plan (JIP) commitments, 34 of 41 (83%) milestones.
12	<p><u>Cybersecurity in the Aviation Ecosystem:</u> Formalize the Aviation Cyber Initiative (ACI) via Secretary of Transportation signature on the ACI Charter and migrate inter-agency aviation cybersecurity engagement efforts from the Interagency Core Cyber Team (ICCT) to the ACI in order to continue and enhance aviation ecosystem cybersecurity collaboration and information sharing. Due August 31, 2019</p>	The target is complete. The FAA briefed a joint session of the Aviation Government Coordinating Council and the Aviation Sector Coordinating Council on June 4, 2019, completing this target
13	<p><u>Noise and Community Involvement:</u> Activity: Develop a procedural communication campaign that results in better coordination and collaboration across lines or business, staff offices and stakeholders to address a wide range of concerns including aircraft noise. Target 1: Continue to facilitate a series of Agency-wide, community engagement focused seminars and/or workshops that solidify standard operating procedures. Due September 30, 2019 Target 2: Develop a noise screening methodology document that will be used to develop updated noise screening capabilities for FAA. Due September 30, 2019</p>	The targets are completed.
14	<p><u>Runway Pavement:</u> Maintain runway pavement in excellent, good, or fair condition for 93% of the paved runways in the National Plan of Integrated Airport Systems. Due September 30, 2019</p>	The target is complete. The September Status Condition of runways in excellent, good or fair condition is 97.9%, which remains unchanged from the previous month.
15	<p><u>Average Daily Capacity:</u> Maintain an average daily capacity for core airports of 59,303 or higher, arrivals and departures. Due September 30, 2019</p>	The target is complete. As of September, FYTD Average Daily Capacity is 59,446.
16	<p><u>Decrease Average Wait time (NAS On-Time Arrivals):</u> Achieve a NAS on-time arrival rate of 88% at Core airports and maintain through FY 2019. Due September 30, 2019</p>	The target is complete. FAA met its target to achieve an NAS On-Time arrival rate of 88% at core airports. The NAS On-Time Arrival metric is the percentage of all flights arriving at an airport at most fifteen minutes late.
17	<p><u>Advance U.S. standards and safety culture through development of strategic plans to support the U.S. Government Goals and Priorities for International Engagement:</u> Advance U.S. standards to foster the safety of U.S. citizens traveling internationally and reduce regulatory barriers to U.S. aviation firms globally. Implement the FAA's International Strategy to Focus and Enhance International Engagement. Due September 30, 2019. Target 1: Establish an agency-wide approach to enterprise-level international training</p>	The target is complete. API delivered a framework, including milestones and near, mid and long-term goals to the International Advisory Board (IAB) at the September 16, 2019

Innovation		
18	<p><u>UAS Integration Pilot Program:</u> Target 1: Issue Approval for a Part 135 Certificate. Due June 30, 2019 Target 2: Demonstrate capability for advanced UAS operations by enabling 5 distinct Beyond Visual Line of Sight operations and 3 distinct Operations Over People operations. Due September 30, 2019</p>	<p>The targets are complete. First part 135 certificate issued to Wing on April 22 and as part of the IPP, the FAA has issued 11 distinct BVLOS waivers to 8 different organizational entities (target was 5) and 7 distinct Operations over People waivers (target was 3).</p>
19	<p><u>UAS Waivers and Authorizations:</u> 1. Reduce the time for processing both manual and automated Part 107 authorizations by at least 10%, to an average of 45 days. Due September 30, 2019 2. Reduce the time for processing manual Part 107 Airspace Authorizations by at least 10%, to an average of 86 days. Due September 30, 2019 <u>Waivers (Operational):</u> Maintain the average time for processing (approve or deny) part 107 operational waivers at 45 days for FY 2019. Due September 30, 2019</p>	<p>The targets are complete. The Part 107 Waiver Team processed a total of 5,360 operational waivers. The average time to process (approve or deny) part 107 operational waivers was 18 days, the target was 45. The number of authorizations processing time for September 2019 with inclusion from both FY18 and FY19 numbers show a rate of 19 days</p>
20	<p><u>Integrating Commercial Space Transportation into the NAS by implementing launch and reentry of suborbital and orbital expendable and reusable launch vehicles::</u> Obtain AOA concurrence of NPRM titled "Updates to Clarify and Streamline Commercial Space Transportation Regulations." Due November 30, 2018</p>	<p>The target is complete. The AOA concurred on the Notice of Proposed Rulemaking, "Updates to Clarify and Streamline Commercial Space Transportation Regulations." NPRM signed November 21; target was November 30.</p>
21	<p><u>Implement supersonic plan:</u> Obtain AOA concurrence of NPRM titled Special Flight Authorizations for Testing Supersonic Aircraft (Part 91, Appendix B). Due December 21, 2018</p>	<p>The target is complete. AOA concurred with NPRM Special Flight Authorizations for Testing Supersonic Aircraft, October 31, 2018</p>
22	<p><u>Remote Towers:</u> <u>Activity 1:</u> Develop a strategy for long term Remote Tower integration into the NAS and continue the evaluation and assessment of remote towers projects at Leesburg and Fort Collins. Target 1: Complete system optimization, airport information collection, and Safety Risk Assessment planning for Remote Towers at Northern Colorado Regional Airport. Due May 31, 2019 Target 2: Conduct Safety Risk Management Panel (SRMP) to identify potential safety risks in order to enter Combined Positions and Failure Mode Analysis. Due August 31, 2019 Target 3: Complete initial Safety Risk Assessment for Remote Towers at Northern Colorado Regional Airport. Due August 31, 2019 <u>Activity 2:</u> Work with AJW and ATO to develop a documented process to achieve the Type Certification of Remote Tower systems. Target 1: Deliver Remote Tower Operational Requirements Document for the provision Airport Traffic Control Tower Services with a Remote Tower system. Due July 31, 2019</p>	<p>The four targets were successfully completed.</p>

23	Cybersecurity/IT Security System: Language: Address 80% of Internet Protocol (IP) based high value risks within 30 days. Continue to provide information to the Cybersecurity Steering Committee to assure consistent risk acceptance decisions. Due September 30, 2019	The target is complete. FAA achieved 99% completion for the target which was 80%.
Accountability		
24	Reduce the Regulatory Burden (Executive Order 13771 Implementation (2 for 1)): Activity Description: Regulatory Budget Oversight Target 1: Meet the incremental zero-cost allowance requirement for new regulatory actions by maintaining a value of one or greater for the (Cost- Savings)/Cost ratio. FY 19 Target ≥ 1.0. Due September 30, 2019 Target 2: Meet the requirement of eliminating two existing regulations for each new rule issued by maintaining an in-modal (Deregulating)/Regulating ratio of 2:1 or greater. FY 19 Target: 2:1. Due September 30, 2019	The targets are complete. The FAA exceeded the incremental zero-cost allowance requirement for new regulatory actions with a final (Cost Savings) to Cost ratio of \$5,950,000:1. Target was greater than 1 and the second Target was to eliminate 2 regulations for each new one.
25	Shared Services -Business Partner Review: In collaboration with LOBs/SOs, identify redundant, duplicative or unnecessary steps in the overall HR processing model. Redesign and implement updated HR service delivery and streamlined processes, resulting in improved efficiency Abolish or restructure 5% of positions identified as performing duplicative and/or unnecessary tasks, based on outcomes of Management Board Workforce Reduction Initiative: Cut HR Paperwork and Processes, and then Shadow Staff. Due September 30, 2019	The target is complete. The LOB/SOs identified multiple processes used to provide oversight, manage resources and share information relative to requests for HR products and services.
26	Cost Control Program: Achieve documented cost savings and cost avoidance of \$42.45 million in FY 2019. Due September 30, 2019	The target is complete. As of October 7th, Cost Control has achieved \$58.68 million in FY 2019 savings and surpassed the FY 2019 target of \$42.45 Million.
27	Critical Acquisition on Schedule: 90% of the critical acquisitions selected annual milestones are achieved by their scheduled dates. Due September 30, 2019	The target is complete. As of September 2019, the goal is complete. 79 milestones are tracked for the FY19 and only 7 can be missed.
28	Unmodified Audit Opinion: Obtain an unmodified audit opinion on the FAA's FY 2019 financial statements. This goal requires both an unmodified audit opinion and no material weaknesses identified by external independent auditors. Due September 30, 2019	The target is complete. On November 9, 2019 the external independent auditors, KPMG LLP, issued an unmodified audit opinion on FAA's FY 2019 consolidated financial statements and reported no weaknesses
29	Workforce Transformation: Drive Performance -Performance Management: Select system options and begin procurement activities for a new IT solution or system for the Pass/Fail Performance Management Program in collaboration with AIT. Due Sept. 30, 2019	The target is complete. The target is to select system options and begin procurement activities for a new IT solution or system for the Pass/Fail Performance Management Program, which has been completed.
30	Workforce Training: Transformation: Program Effectiveness -FAA Leadership and Learning Institute (FLLI): Deliver FAA foundational leadership and management training to 2,400 students. Due September 30, 2019	The target is complete. FLLI delivered leadership and management training to 2,414 managers in FY 2019, surpassing the target of 2,400

Legend:
Safety Goal
Accountability Goal
Infrastructure Goal
Innovations Goal