

	<i>Organizational Success Increase/Measure (OSI/M)</i>	<i>Status</i>
	<i>AOA and Managers Approved 1-13-20 (updated remote towers 1-22-2020)</i>	
	<i>Safety (Global Engagement)</i>	
1	<p><u>Commercial Air Carrier Fatality Rate:</u> Reduce the commercial air carrier fatalities per 100 million persons on board U.S. carriers by 50% over 18-year period - FY 2008-2025. Target for FY 2020 is 5.7. Due September 30, 2020</p>	<p>COMPLETED - As of September 30, 2020, this target is on track. Year to date there have been 6 fatalities. Therefore, the actual rate is 0.7 vs a not to exceed of 5.7. This equates to 6 fatalities against a not to exceed 51 for the year.</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. FY2020 Target: .97 Due September 30, 2020</p>	<p>COMPLETED- Year-to-date, there have been 211 fatal accidents, making the rate 0.94 versus a not- to-exceed rate of 0.97. These 211 fatal accidents compare against a not-to-exceed of 218.</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, 2020</p>	<p>COMPLETED- Through 30 September 2020, there have been no fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry operations. During this fiscal year AST oversaw 33 licensed launches and reentries without incident.</p>
4	<p><u>Commercial and Non Commercial Surface Safety Risk Index:</u> <u>Commercial:</u> Maintain the weighted surface safety risk index at or below 0.35 per million operations for Commercial Aviation. Due September 30, 2020 <u>Non-Commercial :</u> Maintain the weighted surface safety risk index at or below 0.60 Per million operations for Non-Commercial Aviation. Due September 30, 2020</p>	<p>COMPLETED- Both the Commercial and Non Commercial Safety Risk Index are within their respective targets for FY 2020</p>

5	<p><u>737 Max DOT Secretary's (S1) Special Committee:</u> Provide an initial plan to address the future actions from the S1 Special Committee within 180 days of receiving the report and no later than September 30, 2020</p>	<p>COMPLETED - Plan submitted to Secretary of Transportation on April 15th.</p>
6	<p><u>Cargo Safety Risk:</u> AVS: Provide finalized guidance to DOT for review and approval to mitigating risks presented through the transport of any type of cargo that affect aircraft systems. Due April 1, 2020 ASH: Complete the FY20 milestones in the Fire Risk Reduction Framework, for testing on safe handling of personal electronic device (PED) incidents in the flight deck, safe limits for lithium battery powered equipment as cargo, and cabin fire suppression agents for PED fires. Release two videos on the safe handling of PEDs and fire-risk reduction in the cabin and flight deck. Due September 30, 2020.</p>	<p>Both targets are COMPLETED. On September 24, 2020, the Cargo Safety Risk Policy Steering Committee finalized the development and coordination an Advisory Circular (AC) that outlined 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.</p>
7	<p><u>Top 5 CAP Implementation Through Collaboration Across the ATO</u> Implement 75% of approved mitigation activities in association with ATO's Top Five (5) identified trending safety issues in the National Airspace System (NAS). Due September 30th, 2020</p>	<p>COMPLETED: Sixty-seven (67) of 78 (86 percent) of activities are closed. The remaining activities that are not expected to be completed in FY20, all of which saw severe impact from COVID-19. These activities require either in person activities at Air Traffic facilities, travel, or training and will be rolled over to FY21 corrective action plan.</p>

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8	<p><u>Establishment of a Multi-Year FAA International Strategy:</u> Establish a multi-year FAA International Strategy including objectives and data- informed metrics to improve international system safety and efficiency, and initiate at least two enhanced global leadership activities in support of the new strategy to promote strategic partnerships in training and technical assistance. Due September 30, 2020.</p>	<p>COMPLETED - The International Strategy was briefed to AOA and the Management Board in Sept and approved by AOA on 9/30/20. API initiated two enhanced global leadership activities, including the Annual Global Leadership Meeting (AGLM), Cyber Symposium and others.</p>
Infrastructure / Operational Excellence (Global)		
9	<p><u>Reduction of Legacy and Underutilized IFPs/National Procedure Assessment (NPA):</u> The FAA will reduce legacy and underutilized procedures by at least 1,000. Due September 30, 2020.</p>	<p>COMPLETED- Reduced legacy and underutilized procedures by at least 1,000. July 30, 2020 Completed cancellation of 1068 underutilized procedures, and 21 projected.</p>
10	<p><u>North East Corridor (NEC):</u> Achieve eighty (80) percent of NAC NextGen Priorities for the Northeast Corridor (NEC) commitments, excluding industry-controlled milestones, within a calendar quarter of their scheduled dates. Due September 30, 2020</p>	<p>COMPLETED- ANG-M developed a theoretical timeline update to the FAA NAC NextGen Priorities Joint Implementation Plan for CY 2019-2021. As of March 2020, 12 of 14 (86%) completed milestones</p>
11	<p><u>NAC Recommendations:</u> Achieve eighty (90) percent of NAC NextGen Priorities Joint Implementation Plan commitments, excluding industry-controlled milestones, within a calendar quarter of their scheduled dates. Due September 30, 2020</p>	<p>COMPLETED- The FAA completed 90% of the NAC NextGen Priorities for the NEC commitments, 13 of 14 (93%) milestones</p>
12	<p><u>Cybersecurity in the Aviation Ecosystem:</u> AIT will conduct a study to identify cybersecurity information sharing opportunities across the Aviation Ecosystem. Deliver results of the study to AIS- 1 and the FAA Cybersecurity Steering Committee. Due September 30, 2020.</p>	<p>COMPLETED - Two of three activities have been completed. In addition, FAA made the decision to postpone the Aviation Cybersecurity Symposium, which was planned for June 15-16 in Washington, DC and invited 70 countries to participate in. The rescheduled date is TBD.</p>

13	<p><u>Community Engagement and Noise:</u> ATO: Collate the best practices from existing guidance documents into a corporate FAA community engagement policy. Due September 30, 2020.</p> <p>APL: Improve noise screening tools by developing a requirements document for an updated noise screening tool. Due September 30, 2020</p>	<p>COMPLETED - AJV-P posted the signed version of the "Scenario-Based Community Engagement" document on May 27, 2020. The DCP for FAA Order 7400.2 (Chapter 32, Para 32-4-3c) has been submitted as an editorial change for the next publication cycle in December 2020.</p>
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, 2020</p>	<p>COMPLETED- Runway status condition of excellent, good or fair condition has remained at 97.9% the entire fiscal year. All airport infrastructure has been kept in a safe and serviceable condition through capital improvements, regular maintenance and airport inspections throughout the year.</p>
15	<p><u>Average Daily Capacity:</u> Maintain an average daily capacity for core airports of 58,388 or higher, arrivals and departures. Due September 30, 2020</p>	<p>COMPLETED. Current fiscal year to date (FYTD) target was revised and is now set to 56,771. As of September, FYTD Average Daily Capacity is 58,755, which warrants a BLUE status.</p>
21	<p><u>Integrating Commercial Space Transportation into the NAS Through Time Based Launch Procedures:</u> Target 1: Develop Time Based Launch/Reentry Procedures to more efficiently manage air traffic affected by and in the vicinity of launch activity. Due Q3 2020. Target 2: Develop Dynamic Launch/Reentry Windows, based on launch operator triggers, to gain additional efficiency and supported by Time Based Launch/Reentry Procedures. Due Q4 2020.</p>	<p>BOTH TARGETS COMPLETED-. In June 2020 FAA completed development of TBLP to more efficiently manage air traffic affected by and in the vicinity of launch/reentry activity by completing the required milestones in conjunction with its partners.</p>
22	<p><u>Implement supersonic plan:</u> Target 1: Develop a disposition of comments to the NPRM and submit a Final Decision Document to the Rulemaking Management Council. Due February 20, 2020 Target 2: Develop final rule preamble text and regulators text so that the regulatory evaluation of the rule can be initiated. Due September 30, 2020</p>	<p>Both TARGETS COMPLETED FOR FY 2020</p>

23	<p><u>Remote Towers:</u> 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. Due September 30, 2020</p>	COMPLETED: All goals completed on time for FY 2020
24	<p><u>Operational Information System Pilot:</u> As part of a pilot for a new way of developing software, the FAA will develop and test the “minimum viable product” for the Operational Information System, an element of TFMS that disseminates delay information to NAS users. Due September 30, 2020</p>	COMPLETED: As of August 6, 2020, Information Security & Privacy Service (AIS) has signed off on the final Application and Platform Authorizations. This completes the associated program Business Plan Goal (CSTI, OSI goal) to develop and test the minimum viable product for the Operational Information System.
<u>Accountability / People</u>		
25	<p><u>Positive Executive Order 13771 implementation (Regulatory Reform):</u> Target 1: Meet incremental zero-cost allowance requirement. Due September 30, 2020 Target 2: Meet requirement of eliminating two regulations for each new rule. Due September 30, 2020</p>	COMPLETED: The FAA actively met both targets under Executive Order 13771.
26	<p><u>Critical Acquisition on Schedule:</u> 90% of the critical acquisitions selected annual milestones are achieved by their scheduled dates. Due September 30, 2020</p>	COMPLETED: As of September 2020, the goal is complete. 66 milestones are being tracked, of which 6 can be missed. 64 (97.0%) milestones are BLUE, completed on time or early. 2 (0.3%) milestones are RED, late. Critical Acquisition on Schedule had one milestone missed as of the end of February 2020
27	<p><u>Unmodified Audit Opinion:</u> Obtain an unmodified audit opinion on the FAA’s FY 2020 financial statements identified by external independent auditors. Due September 30, 2020</p>	COMPLETED: On November 9, 2020, the independent public accounting firm KPMG LLC issued its report on its audit of the FAA’s financial statements. The report is an unmodified audit opinion. This means that the FAA has met this goal for FY 2020.

28	<p><u>Workforce Transformation:</u> FAA Leadership and Learning Institute Attendance: Deliver FAA foundational leadership and management training to 1,280 students. Due September 30, 2020.</p>	<p>COMPLETED: Achieved 1,712 student completions in eLMS of centrally funded classes for FY20. Completed 10 virtual deliveries of leadership/management training in September:</p>
29	<p><u>Learning Technology Innovation:</u> Utilizing electronic Learning Management System (eLMS) software, expand technology capabilities throughout the FAA to improve learning efficiency and support the development of the aviation workforce. Due September 30, 2020</p>	<p>COMPLETED: Expanded technology capabilities throughout the FAA via the electronic Learning Management System (eLMS) with rollout of self-registration and other student management automation capabilities in August.</p>
30	<p><u>FY2020 End of Year Cost Savings:</u> Achieve 90% of the projected cost savings and cost avoidance of \$44.99 Million in FY 2020. Target: \$40.49 Million. Due September 30, 2020</p>	<p>COMPLETED: Cost Control has achieved cost savings and cost avoidance of \$ 96.71 million. It has surpassed the OSI goal of \$40.49 million in savings.</p>