

Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix A

Fiscal Years 2016 – 2020

Page intentionally left blank.

APPENDIX A

ALIGNMENT OF PROGRAMS TO STRATEGIC PRIORITIES

The Federal Aviation Administration (FAA) Administrator, in February 2014, established a new strategic framework to define where the agency will focus its efforts. This framework includes high-level Strategic Priorities and related Performance Metrics that will help achieve the priorities. The Strategic Priorities and Performance Metrics support the Department of Transportation's (DOT) strategic plan. The four Strategic Priorities are:

- Make aviation safer and smarter
- Deliver benefits through technology and infrastructure
- Enhance global leadership
- Empower and innovate with the FAA's people

Performance Metrics are a tool the agency uses to track progress towards accomplishment of the Strategic Priorities. The Capital Investment Plan (CIP) programs have been aligned to the performance metrics. In the CIP Appendix B, a section entitled "Relationship of Program to FAA Performance Metric" gives more specific information about how each program helps meet a Performance Metric.

Many FAA programs will support more than one performance metric; however the program linkages in the CIP (Appendix A and B) are aligned to a single metric to which a program's contribution is most significant. Only CIP programs with currently planned funding in any or all of Fiscal Years (FY) 2016-2020 are included in Appendix A, B, and C.

To provide a complete picture of FAA performance, additional performance metrics are identified and tracked by the FAA to assess progress in meeting internal organizational performance objectives. These additional metrics are identified in the FAA Business Plan and many are included in this Appendix.

Each program, listed under its performance metric, includes the following information: FY 2016 Budget Line Item (BLI); CIP number; and CIP Program Name. BLI numbers with an X (i.e., 1A10X) are used to designate programs that are not funded in the FY 2016 President's Budget, but future funding is planned within the FY 2017-2020 timeframe. These programs are new starts or future extensions of existing programs. Appendix B will report the future year planned activities for these programs based on the planned funding.

For clarification, the following definitions generally describe the terms used in the CIP.

FAA STRATEGIC PRIORITY

The agency will use four strategic priorities as its organizing principle to focus efforts in the coming years.

PERFORMANCE METRIC

A quantifiable target for the desired improvement in performance, which will be accomplished in a specific timeframe. These metrics normally affect FAA customers, such as: "Reduce the commercial air carrier fatalities per 100 million persons on board by 24 percent over a 9-year period (2010-2018). No more than 6.2 in 2018."

Table of Contents

1. FAA Strategic Priority: Make Aviation Safer and Smarter	1
2. FAA Strategic Priority: Deliver Benefits through Technology and Infrastructure	3
3. FAA Strategic Priority: Enhance Global Leadership.....	9
4. FAA Strategic Priority: Empower and Innovate with the FAA’s People	9

1. FAA STRATEGIC PRIORITY: MAKE AVIATION SAFER AND SMARTER

There is an imperative to be smarter about how we ensure aviation safety because the aviation industry is growing more complex. At the same time, we have more safety data than we have ever had before. This provides us with the opportunity to be more proactive about safety and constantly raise the bar.

- **Performance Metric 1:** Reduce the commercial air carrier fatalities per 100 million persons on board by 24 percent over 9-year period (2010-2018). No more than 6.2 in 2018.

FY 2016 BLI	CIP #	CIP Name
1A07B	G05A.02-01	Common Status & Structure Data
2A13	W05.03-01	Wind Shear Detection Services – Work Package 1
2A18	M54.01-01	Airborne Collision Avoidance System X (ACAS X) – Segment 1
2B18	C23.02-01	NAS Voice Recorder Program (NVRP)
2D05	N04.03-00	Approach Lighting System Improvement Program (ALSIP) Continuation
2D07	N04.01-00	Visual Nav aids for New Qualifiers
2D12	N17.01-01	Runway Safety Area – Navigation Mitigation
2E03X	M12.01-04	NextGen Flight Simulation Testing and Research Technologies (Flight START) – Technology Refresh Program – Additional Projects
2E12X	M25.00-00	Independent Operational Assessment (IOA)
3A02	A17.01-02	Regulation and Certification Infrastructure for System Safety (RCISS) – Segment 2
3A02X	A17.01-03	Regulation and Certification Infrastructure for System Safety (RCISS) – Segment 3
3A07	A25.02-01	System Approach for Safety Oversight (SASO) – Phase 2a
3A07	A25.02-02	System Approach for Safety Oversight (SASO) – Phase 2b
3A08	A26.01-01	Aviation Safety Knowledge Management Environment (ASKME) – Segment 2
3A09	M53.01-02	Aerospace Medical Equipment Needs (AMEN) – Phase 2
3A09X	M53.01-03	Aerospace Medical Equipment & Infrastructure Needs (AMEIN) – Phase 3
3A10A	G07A.02-01	Aviation Safety Information Analysis and Sharing (ASIAS)
3A10B	G07M.02-01	Systems Safety Management Transformation (SSMT)
3A13	A35.01-01	Aerospace Medicine Safety Information System (AMSIS) – Segment 1
4A09	G05A.02-05	Aeronautical Information Management (AIM) Modernization Segment 2
4A09X	G05A.02-06	Aeronautical Information Management (AIM) Modernization Segment 3

- **Performance Metric 2:** Reduce the general aviation fatal accident rate to no more than one (1) fatal accident per 100,000 flight hours by 2018.

FY 2016 BLI	CIP #	CIP Name
2C02	A34.01-01	Future Flight Services Program
2C04	M08.31-02	Weather Camera Program – Future Segments
2D03	N12.01-07	Wide Area Augmentation System (WAAS) – Phase IV Segment 1
2D03X	N12.01-08	Wide Area Augmentation System (WAAS) – Phase IV Segment 2
6A01B	N12.01-09	Wide Area Augmentation System (WAAS) – Sustain Leased Services

1. FAA Strategic Priority: Safer and Smarter

- **Performance Metric 3:** No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.

FY 2016 BLI	CIP #	CIP Name
2A05C	M55.01-01	Commercial Space Integration Into The NAS

- **Performance Metric 4:** Reduce Category A & B (most serious) runway incursions to a rate of no more than 0.395 per million operations, and maintain or improve through FY 2018.

FY 2016 BLI	CIP #	CIP Name
1A01A	S09.02-00	Runway Incursion Reduction Program (RIRP) – ATDP
2B01A	S09.01-01	Airport Surface Detection Equipment Model-X (ASDE-X) –Technology Refresh & Disposition
2B01B	S01.05-01	Airport Surface Detection Equipment Model-3 (ASDE-3) Service Sustainment
2B12A	S11.01-02	Runway Status Lights (RWSL) – Implementation – Phase 1
2B12B	S11.01-03	Runway Status Lights (RWSL) – Prototype Sustainment
2B12X	S11.01-04	Runway Status Lights (RWSL) – Technology Refresh & Disposition

- **Performance Metric 5:** Reduce risks in flight by limiting the rate of the most serious losses of standard separation to 20 or fewer for every thousand (.02) losses of standard separation within the National Airspace System.

FY 2016 BLI	CIP #	CIP Name
1A01H	M08.32-03	Operational Analysis and Reporting System (OARS)
1A05H	G02S.04-01	Reduced Oceanic Separation

- **Performance Metric 6:** Address 80% of high value risks within 30 days. Establish oversight by the Cybersecurity Steering Committee to assure consistent risk acceptance decisions. Visualize vulnerabilities on all IP based systems.

FY 2016 BLI	CIP #	CIP Name
3A06	M31.00-00	Information Systems Security

- **Performance Metric 7:** Exceed Continuity Communications activation levels, as identified in the Federal Communications Directive (FCD) Annex H, by 5 percent. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
3A04	C18.00-00	NAS Recovery Communications (RCOM)

2. FAA STRATEGIC PRIORITY: DELIVER BENEFITS THROUGH TECHNOLOGY AND INFRASTRUCTURE

NextGen gives us the opportunity to redefine the National Airspace System for the future and prove that we can deliver benefits to the users of the system. We also need to safely integrate new types of user technologies into the airspace, as well as rebalance existing services and modernize our infrastructure, which will enable us to reduce our costs and become more efficient in the long run.

- **Performance Metric 1:** Sustain adjusted operational availability at 99.7 percent for the reportable facilities that support the Core airports.

FY 2016 BLI	CIP #	CIP Name
1A05C	G06A.01-06	Alternative Positioning, Navigation, and Timing (APNT)
2A02	A01.12-02	En Route Communication Gateway (ECG) – Technology Refresh
2A03	W02.02-02	Next Generation Weather Radar (NEXRAD) – Service Life Extension Program (SLEP) Phase 1
2A04	F06.01-00	Air Route Traffic Control Center (ARTCC) & Center Radar Approach Control (CERAP) Modernization
2A06	C04.01-01	Radio Control Equipment (RCE) – Sustainment
2A06	C06.01-00	Communications Facilities Enhancement (CFE) – Expansion
2A06	C06.03-01	Communications Facilities Enhancement (CFE) – Air/Ground Communications RFI Elimination – Technology Refresh
2A07	S04.02-03	Long Range Radar (LRR) Improvements – Infrastructure Upgrades/Sustain
2A08	C01.02-04	Voice Switching and Control System (VSCS) – Technology Refresh – Phase 3
2A08X	C01.02-05	Voice Switching and Control System (VSCS) – Technology Refresh – Level of Effort
2A09A	A10.03-01	Advanced Technologies and Oceanic Procedures (ATOP) – Technology Refresh
2A10	C21.02-01	Next-Generation VHF and UHF A/G Communication System (NEXCOM) – Segment 2 – Phase 1 of 2
2A10X	C21.02-02	Next-Generation VHF and UHF A/G Communication System (NEXCOM) – Segment 2 – Phase 2 of 2
2A13X	W10.01-02	Juneau Airport Wind System (JAWS) – Technology Refresh
2A16	S02.03-03	ATC Beacon Interrogator Model-6 (ATCBI-6) – Technology Refresh
2B02	W03.03-02	Terminal Doppler Weather Radar (TDWR) – Service Life Extension Program (SLEP) – Phase 2
2B03	A04.01-01	Standard Terminal Automation Replacement System (STARS) – Technology Refresh (TAMR Phase 1)
2B03X	A04.01-03	Standard Terminal Automation Replacement System (STARS) – Technology Refresh Future Phases
2B05A	A01.11-01	Flight Data Input/Output (FDIO) Replacement
2B06	F01.02-00	Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Replacement
2B07A	F01.01-00	Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Modernization
2B07B	F02.10-01	Facility Realignment
2B08	C05.02-00	Terminal Voice Switch Replacement (TVSR) II

2. FAA Strategic Priority: Benefits Through Technology

2B10	S03.01-09	Airport Surveillance Radar Model-9 (ASR-9) Service Life Extension Program (SLEP), Phase 2
2B11A	S03.02-05	Airport Surveillance Radar Model-11 (ASR-11) – Technology Refresh, Segment 2
2B11B	S03.02-06	Airport Surveillance Radar Model-11 (ASR-11) – Mobile Airport Surveillance Radar (MASR)
2B11X	S03.02-07	Airport Surveillance Radar Model-11 (ASR-11) – Technology Refresh, Segment 3
2B14A	A03.05-01	Integrated Display Systems (IDS) – Replacement
2B14X	A03.05-02	Integrated Display Systems (IDS) – Replacement – Technology Refresh
2B15A	M07.04-02	Remote Monitoring and Logging System (RMLS) – Technology Refresh
2B15X	M07.05-01	Automated Maintenance Management System (AMMS)
2B16A	S03.01-08	Mode Select (Mode S) Service Life Extension Program (SLEP) – Phase 2
2B16B	S03.01-11	Airport Surveillance Radar Model-9 (ASR-9) and Mode Select (Mode S) Service Life Extension Program (SLEP) – Phase 3 Planning
2B17	S13.01-01	Surveillance Interface Modernization (SIM)
2B19	W07.01-02	Integrated Terminal Weather System (ITWS) – Technology Refresh & Disposition
2B20	G08A.01-01	Flight and Interfacility ATC Data Interface Modernization
2C01	W01.03-01	Aviation Surface Weather Observation Network (ASWON) – Technology Refresh
2C03	F05.04-02	Alaska Flight Service Facility Modernization (AFSFM)
2D01A	N06.00-00	Very High Frequency Omni-Directional Range (VOR) Collocated with Tactical Air Navigation (VORTAC)
2D04A	N08.02-00	Runway Visual Range (RVR) – Replacement/Establishment
2D09	N04.04-00	Nav aids – Sustain, Replace, Relocate
2E01	F13.01-00	Fuel Storage Tank Replacement Management
2E02	F12.00-00	Unstaffed Infrastructure Sustainment (UIS)
2E03A	M12.00-00	Aircraft Related Equipment (ARE) Program
2E04	F10.00-00	Airport Cable Loop Systems Sustained Support
2E05	C17.02-01	Alaskan Satellite Telecommunication Infrastructure (ASTI)
2E07	F11.01-01	Power Systems Sustained Support (PS3)
2E07X	F11.01-02	Power Systems Sustained Support (PS3) – Future Segments
3A03	M21.04-01	Logistics Center Support System (LCSS) – Segment 2
3A05	F24.01-02	Facility Security Risk Management (FSRM) – Two
3A11	M17.01-01	National Test Equipment Program
3A12	F31.01-01	Mobile Assets Management Program

- **Performance Metric 2:** Maintain an average daily capacity for Core airports of 59,122, or higher, arrivals and departures.

FY 2016 BLI	CIP #	CIP Name
1A01B	M08.28-00	System Capacity, Planning, and Improvements – ATDP
1A01C	M08.29-00	Operations Concept Validation and Infrastructure Evolution – ATDP
1A01D	M08.28-04	Major Airspace Redesign – ATDP
1A01E	M46.01-01	Strategy and Evaluation – ATDP
1A01I	A37.01-01	Operations Network (OPSNET) Replacement – ATDP

2. FAA Strategic Priority: Benefits Through Technology

FY 2016 BLI	CIP #	CIP Name
1A01X	M52.01-01	Operational Modeling Analysis and Data
1A05A	G01S.02-01	Automatic Dependent Surveillance-Broadcast (ADS-B) In Applications – Flight Interval Management
1A05B	G01A.01-01	Modern Procedures
1A05D	G06M.02-02	Wake Turbulence Re-Categorization
1A05E	G01A.02-02	Oceanic Tactical Trajectory Management
1A05G	G01M.02-04	Separation Management Concepts & Analysis
1A05X	G01A.01-06	Separation Automation System Engineering
1A05X	G01A.01-07	NextGen Oceanic Capabilities
1A05X	G01A.02-03	Conflict Advisories
1A06A	G06A.03-01	Terminal Flight Data Manager (TFDM) – Segment 1
1A06B	G02A.01-01	Surface Tactical Flow
1A06X	G02A.01-02	Surface Conformance Monitoring
1A07A	G05A.02-03	Flight Object
1A07C	G05A.02-08	Flight Object Exchange Services (FOXS)
1A07D	G05A.04-01	Dynamic Airspace
1A07X	G05A.02-02	Advanced Methods
1A07X	G05M.02-01	Collaborative Information Management (CIM)
1A09A	G06A.01-02	Wake Turbulence Mitigation for Arrivals (WTMA)
1A09B	G06N.01-02	Closely Spaced Parallel Runway Operations
1A09C	G06N.01-01	Ground Based Augmentation System (GBAS)
1A10A	G04W.02-01	Weather Observation Improvements
1A10B	G04W.03-01	Weather Forecast Improvements
1A10C	G06N.01-03	NextGen Navigation Engineering
1A10D	G01M.02-02	New Air Traffic Management (ATM) Requirements
1A10X	G06A.02-01	Surface/Tower/Terminal Systems Engineering
1A12B	G05A.02-04	Concept Development for Integrated NAS Design & Procedure Planning
2A01A	G01A.01-05	En Route Automation Modernization (ERAM) System Enhancements and Technology Refresh
2A01B	G01A.01-04	En Route Automation Modernization (ERAM) Sector Enhancements
2A01X	G01A.01-08	En Route Automation Modernization (ERAM) System Enhancements Future Segment
2A05B	A05.01-14	Traffic Flow Management (TFM) Infrastructure – TFM Service Enhancements
2A11B	G05C.01-06	System Wide Information Management (SWIM) – Common Support Services Weather (CSS-Wx)
2A12X	G02S.01-02	Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation – Future Segments
2A14C	G05A.01-01	Strategic Flow Management Application
2A14X	G05A.01-02	Strategic Flow Management Engineering Enhancement (SFMEE)
2A15	G02A.01-06	Time Based Flow Management (TBFM) Work Package 3
2A15	G02A.01-07	Time Based Flow Management (TBFM) Technology Refresh
2A15X	G02A.01-08	Time Based Flow Management (TBFM) Work Package 4
2A19	G01C.01-05	Data Communications – Segment 1 Phase 1
2A19	G01C.01-06	Data Communications – Segment 1 Phase 2 Initial En Route Services

2. FAA Strategic Priority: Benefits Through Technology

FY 2016 BLI	CIP #	CIP Name
2A19X	G01C.01-07	Data Communications – Segment 1 Phase 1 & 2 Data Comm Integrated Services (DCIS) Network Services
2A19X	G01C.01-08	Data Communications – Aeronautical Telecommunications Network (ATN) Gateway
2A19X	G01C.01-09	Data Communications – Aeronautical Telecommunications Network (ATN) Baseline 2 Application
2A19X	G01C.01-10	Data Communications – Segment 1 Phase 2 Full En Route Services
2B04A	A04.07-01	Terminal Automation Modernization – Replacement (TAMR) – Phase 3, Segment 1
2B04B	A04.07-02	Terminal Automation Modernization – Replacement (TAMR) – Phase 3, Segment 2
2B04	A04.07-04	Terminal Automation Modernization – Replacement (TAMR) – Phase 3, Segment 1 Enhancements
2B05B	A04.08-01	Terminal Work Package 1
2B13	G03C.01-01	NAS Voice System (NVS) – Demonstration & Qualification
2B13	G03C.01-03	NAS Voice System (NVS) – Contingency Work for NVS
2B13X	G03C.01-02	NAS Voice System (NVS) – Deployment
2B14B	A03.05-03	Enterprise Information Display System (E-IDS)
2D02	N03.01-00	Instrument Landing Systems (ILS)
2D04B	N08.03-01	Enhanced Low Visibility Operations (ELVO) – Phase II
2D06	N09.00-00	Sustain Distance Measuring Equipment (DME)

- **Performance Metric 3:** Achieve a NAS on-time arrival rate of 88 percent at Core airports and maintain through FY 2018.

FY 2016 BLI	CIP #	CIP Name
1A07X	G05A.02-09	Airspace Resource Management System (ARMS)
2A05A	A05.01-13	Traffic Flow Management (TFM) Infrastructure – Field/Remote Site Technology Refresh
2A09C	A10.03-03	Advanced Technologies and Oceanic Procedures (ATOP) – Oceanic Service Enhancements
2A12A	G02S.03-01	Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation – Baseline Services & Applications (Service Volume)
2A12X	G02S.01-02	Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation – Future Segments
2A14A	G05A.05-02	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 3
2A14B	G05A.05-03	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 4
2A18	G04W.03-02	NextGen Weather Processor (NWP), Work Package 1
2D10	N04.02-00	Replace Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicator (PAPI)
4A08	M03.02-00	CIP Systems Engineering & Technical Assistance – MITRE
6A01A	G02S.03-05	Automatic Dependent Surveillance Broadcast (ADS-B) – Sustain Leased Services

2. FAA Strategic Priority: Benefits Through Technology

- **Performance Metric 4:** The U.S. population exposed to significant aircraft noise around airports has been reduced to less than 342,000 persons by 2015.

FY 2016 BLI	CIP #	CIP Name
1A08	G06M.02-01	Environmental Management System & Noise/Emission Reduction

- **Performance Metric 5:** Limit the impact of aircraft CO2 emissions on the global climate by achieving carbon neutral growth by 2020 compared to 2005, and net reductions of the climate impact from all aviation emissions over the longer term (by 2050). (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
2A09B	A10.03-02	Advanced Technologies and Oceanic Procedures (ATOP) – ATOP Enhancements (Work Package 1)

- **Performance Metric 6:** Optimize airspace and Performance Based Navigation (PBN) procedures to improve efficiency an average of 10 percent across Core airports by 2018. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
1A12A	G05N.01-01	NextGen Performance Based Navigation (PBN) – Metroplex Area Navigation (RNAV)/Required Navigation Performance (RNP)
2D01B	N06.01-01	Very High Frequency Omni-Directional Range (VOR) – Minimum Operating Network (MON) Implementation Program

- **Performance Metric 7:** Achieve documented cost savings and cost avoidance of \$30 million in FY 2015. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
1A01G	M08.46-01	Unified Contracting System (UCS)
1A02 / 1A03	F14.00-00	System Support Laboratory Sustained Support
1A04	F16.00-00	William J. Hughes Technical Center Building and Plan Support
1A09X	G03M.04-02	Enhanced Service Small Communities (ESSC)
1A11	G03M.02-01	NextGen Laboratories
2A11A	G05C.01-04	System-Wide Information Management (SWIM) – Segment 2A
2A11	G05C.01-08	System Wide Information Management (SWIM) – Segment 2B
2A11X	G05C.01-05	System-Wide Information Management (SWIM) – Segment 1 Technology Refresh
2D08	A14.02-02	Instrument Flight Procedures Automation (IFPA) – Technology Refresh, Segment 1
2D08X	A14.02-03	Instrument Flight Procedures Automation (IFPA) – Technology Refresh, Segment 2
2E06	F26.01-01	Decommissioning – Real Property Disposition
2E08	F20.01-01	FAA Employee Housing and Life Safety Shelter System Services
2E09	F13.04-02	Energy Management and Compliance (EMC)
2E11	C26.01-02	FAA Telecommunications Infrastructure – 2
3A01	F13.02-00	Environmental Cleanup / Hazardous Materials (HAZMAT)
3A14	M20.01-04	National Airspace System (NAS) Training - Equipment Modernization – Training Simulators – Tower Simulation System
3B01	F18.00-00	Aeronautical Center Infrastructure Modernization
3B02	M10.00-00	Distance Learning

2. FAA Strategic Priority: Benefits Through Technology

FY 2016 BLI	CIP #	CIP Name
4A01A	M03.03-01	CIP Systems Engineering & Development Support – SE2020
4A01B	M08.01-00	Provide Air Navigation Facilities (ANF)/Air Traffic Control (ATC) Support (Quick Response)
4A02	M08.06-00	Program Support Leases
4A04	F19.00-00	Aeronautical Center Lease
4A05A	M22.00-00	NAS Integration Support Contract (NISC)
4A05B	M03.01-02	Configuration Management Automation (CMA)
4A06	M02.00-00	Technical Support Services Contract (TSSC)
4A10	G08M.04-01	Cross Agency NextGen Management

- **Performance Metric 8:** 90% of major baselined acquisition programs must be maintained within 10% of their current acquisition cost, schedule and technical performance baseline as of the end of fiscal year 2015. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
1A01F	M47.01-01	Dynamic Capital Planning
4A07	M08.14-00	Resource Tracking Program (RTP)

- **Performance Metric 9:** Safely and efficiently integrate new types of operations, such as Unmanned Aircraft Systems into the NAS and enable the benefits these operations will provide. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
1A05E	G01A.01-09	Unmanned Aircraft Systems (UAS) Concept Validation and Requirements Development

3. FAA STRATEGIC PRIORITY: ENHANCE GLOBAL LEADERSHIP

Aviation is a global industry. We have to continue our heritage as world leaders in aviation and set the safety standard for others to measure against. We need to be at the table to shape international standards to improve aviation safety and efficiency around the world.

4. FAA STRATEGIC PRIORITY: EMPOWER AND INNOVATE WITH THE FAA’S PEOPLE

The FAA’s employees are the ultimate driver behind our success, and we need to have the best and the brightest talent with the appropriate leadership and technical skills to transform the FAA and the aviation system.

- **Performance Metric 1:** Achieve a total workplace injury case rate of no more than 1.82 per 100 employees for the FAA. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
2B09	F13.03-00	NAS Facilities Occupational Safety and Health Administration (OSHA) & Environmental Standards Compliance

- **Performance Metric 2:** Achieve a 90% success rate in the areas of financial management and human resources management: Receive annual Unqualified Audits with no material weaknesses. Maintain the competitive status of all FAA employees within the federal personnel system. Improve the “effective leadership” index score on the OPM Employee Viewpoint Survey by 8 percent. Improve the “talent management” index score on the OPM Employee Viewpoint Survey by 8 percent. (FAA Business Planning Metric)

FY 2016 BLI	CIP #	CIP Name
2D11	N12.03-01	Global Positioning System (GPS) Civil Requirements
2E10	F22.01-01	Child Care Centers – Infrastructure Improvements
4A03	M05.00-00	NAS Regional/Center Logistics Support Services

Page intentionally left blank.