

Federal Aviation Administration

National Airspace System

Capital Investment Plan

Appendix A

Fiscal Years 2018 – 2022

APPENDIX A

ALIGNMENT OF PROGRAMS TO STRATEGIC PRIORITIES

The Federal Aviation Administration (FAA) Administrator established a 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) 2018-2022 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 2018 Budget Line Item (BLI); CIP number; and CIP Program Name. BLI numbers with an X (i.e., 1A05X) are used to designate programs that are not funded in the FY 2018 President's Budget, but future funding is planned within the FY 2019-2022 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."

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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 2018 BLI	CIP #	CIP Name
1A07B	G05A.02-01	Common Status & Structure Data
2A13	W05.03-01	Wind Shear Detection Services – Work Package 1
2A17	M54.01-01	Airborne Collision Avoidance System X (ACAS X) – Segment 1
2B17	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
2D11	N17.01-01	Runway Safety Area - Navigation Mitigation
2D11X	N17.01-02	Runway Safety Area - Navigation Mitigation – Phase 2
2E03B	M12.01-04	NextGen Flight Simulation Testing and Research Technologies (Flight START) – Technology Refresh Program – Additional Projects
2E13X	M25.00-00	Independent Operational Assessment (IOA)
3A02	A17.01-03	Regulation and Certification Infrastructure for System Safety (RCISS) – Segment 3
3A06	A25.02-02	System Approach for Safety Oversight (SASO) – Phase 2b, Segment 1a
3A06X	A25.02-03	System Approach for Safety Oversight (SASO) – Phase 2b, Segment 1b
3A07	A26.01-01	Aviation Safety Knowledge Management Environment (ASKME) – Segment 2
3A07X	A26.01-02	Aviation Safety Knowledge Management Environment (ASKME) – Segment 3
3A08A	M53.01-02	Aerospace Medical Equipment Needs (AMEN) – Phase 2
3A08B	M53.01-03	Aerospace Medical Equipment & Infrastructure Needs (AMEIN) – Wind & Wave Evacuation Survival Facility (WIWAVES)
3A09A	G07A.02-01	Aviation Safety Information Analysis and Sharing (ASIAS)
3A09B	G07M.02-01	Systems Safety Management Transformation (SSMT)
3A12	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 2018 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

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 2018 BLI	CIP #	CIP Name
2A22	M55.01-01	Commercial Space Integration Into The NAS
2A22X	G01M.03-01	Space Integration Enhancements 1

- **Performance Metric 4:** Reduce Category A & B (most serious) runway incursions to a rate of no more than: 0.375 per million operations.

FY 2018 BLI	CIP #	CIP Name
1A01A	S09.02-00	Runway Incursion Reduction Program (RIRP) – ATDP
2B11	S11.01-02	Runway Status Lights (RWSL) – Implementation – Phase 1
2B11X	S11.01-04	Runway Status Lights (RWSL) – Sustainment

- **Performance Metric 5:** Reduce risks in flight by limiting the rate of the most serious losses of standard separation to 10 or fewer for every thousand (.01) losses of standard separation within the National Airspace System.

FY 2018 BLI	CIP #	CIP Name
1A01G	M08.32-03	Operational Analysis and Reporting System (OARS)
2A20	G02S.04-01	Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation – Reduced Oceanic Separation (ROS) Advanced Surveillance Enhanced Procedural Separation (ASEPS)

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

FY 2018 BLI	CIP #	CIP Name
3A05	M31.00-00	Information Systems Security

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

FY 2018 BLI	CIP #	CIP Name
3A03	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 2018 BLI	CIP #	CIP Name
2A01A	G01A.01-10	En Route Automation Modernization (ERAM) Sustainment 2
2A01X	G01A.01-11	En Route Automation Modernization (ERAM) Sustainment 3
2A02	A01.12-02	En Route Communication Gateway (ECG) – Sustainment
2A03	W02.02-02	Next Generation Weather Radar (NEXRAD) – Service Life Extension Program (SLEP) Phase 1
2A03X	W02.02-03	Next Generation Weather Radar (NEXRAD) – Service Life Extension Program (SLEP) Phase 2
2A04A	F06.01-00	Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Building Improvements
2A04B	F08.01-01	San Juan Facility Remediation
2A05X	A05.01-15	Traffic Flow Management System (TFMS) Modernization Part 2
2A06	C04.01-01	Radio Control Equipment (RCE) – Sustainment
2A06	C06.01-00	Communications Facilities Enhancement – Expansion
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) – Sustainment 2
2A10	C21.02-01	Next-Generation VHF and UHF A/G Communication System (NEXCOM) – Segment 2 – Phase 1 of 2
2A10	C21.02-02	Next-Generation VHF and UHF A/G Communication System (NEXCOM) – Segment 2 – Phase 2 of 2
2A12B	G02S.05-01	Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation – Sustain/Relocate (Gulf of Mexico Platform)
2A13X	W10.01-02	Juneau Airport Wind System (JAWS) – Technology Refresh
2A19	A38.01-01	Offshore Automation
2B01	W03.03-02	Terminal Doppler Weather Radar (TDWR) – Service Life Extension Program (SLEP) – Phase 2
2B02A	A04.01-01	Standard Terminal Automation Replacement System (STARS) – Technology Refresh (TAMR Phase 1)
2B02B	A04.01-03	Standard Terminal Automation Replacement System (STARS) – Sustainment 2 Planning/Engineering
2B02X	A04.01-04	Standard Terminal Automation Replacement System (STARS) – Sustainment 2 Implementation
2B04A	A01.11-01	Flight Data Input/Output (FDIO) – Sustainment
2B05	F01.02-00	Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Replacement

2. FAA Strategic Priority: Benefits Through Technology

FY 2018 BLI	CIP #	CIP Name
2B06A	F01.01-00	Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Modernization
2B07	C05.02-00	Terminal Voice Switch Replacement (TVSR) II
2B09A	S03.01-09	Airport Surveillance Radar Model-9 (ASR-9) Service Life Extension Program (SLEP), Phase 2
2B09B	S03.01-12	Airport Surveillance Radar Model-9 (ASR-9) Service Life Extension Program (SLEP) – Phase 3
2B10	S03.02-05	Airport Surveillance Radar Model-11 (ASR-11) – Technology Refresh, Segment 2
2B10X	S03.02-07	Airport Surveillance Radar Model-11 (ASR-11) – Technology Refresh, Segment 3
2B14A	M07.04-02	Remote Monitoring and Logging System (RMLS) – Technology Refresh
2B14B	M07.05-01	Automated Maintenance Management System (AMMS)
2B15A	S03.01-08	Mode Select (Mode S) Service Life Extension Program (SLEP) – Phase 2
2B15B	S03.01-13	Mode Select (Mode S) Service Life Extension Program (SLEP) – Phase 3
2B18	W07.01-02	Integrated Terminal Weather System (ITWS) – Sustainment & Disposition
2C01	W01.03-01	Aviation Surface Weather Observation Network (ASWON) – Technology Refresh
2C03	F05.04-02	Alaska Flight Service Facility Modernization (AFSFM)
2D01B	N06.00-00	Very High Frequency Omni-Directional Range (VOR) Collocated with Tactical Air Navigation (VORTAC)
2D04	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)
2E05X	C17.02-02	Alaskan Satellite Telecommunication Infrastructure (ASTI) Enhancement
2E07	F11.01-01	Power Systems Sustained Support (PS3)
2E07X	F11.01-02	Power Systems Sustained Support (PS3) – Future Segments
2E12	M56.01-01	Time-Division Multiplexing to Internet Protocol (TDM-to-IP) Migration
3A04	F24.01-02	Facility Security Risk Management (FSRM) – Two
3A05X	M31.05-01	Critical Infrastructure Cybersecurity
3A10	M17.01-01	National Test Equipment Program
3A11	F31.01-01	Mobile Assets Management Program
3A14X	M21.04-02	Logistics Center Support System (LCSS) – Sustainment
Multiple	M08.49-01	NAS Resiliency Assessment

2. FAA Strategic Priority: Benefits Through Technology

- **Performance Metric 2:** Maintain an average daily capacity for core airports of 58,006, or higher, arrivals and departures.

FY 2018 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
1A01H	A37.01-01	Operations Network (OPSNET) Replacement – ATDP
1A01I	M03.04-01	Enterprise Management, Integration, Planning, & Performance Evaluation for NextGen
1A01X	M52.01-01	Operational Modeling Analysis and Data
1A01X	G05M.04-01	Enterprise Information Management (EIM)
1A05A	G01S.02-01	Automatic Dependent Surveillance-Broadcast (ADS-B) In Applications – Flight Interval Management
1A05B	G01A.01-01	Modern Procedures
1A05C	G06M.02-02	Wake Turbulence Re-Categorization
1A05D	G01A.01-06	Separation Automation System Engineering
1A05E	G06N.01-02	Closely Spaced Parallel Runway Operations
1A05F	G05A.02-04	Concept Development for Integrated NAS Design & Procedures Planning
1A05X	G01A.01-07	NextGen Oceanic Capabilities
1A06A	G02A.01-01	Surface Tactical Flow
1A06B	G02A.01-08	Time Based Flow Management (TBFM) Work Package 4
1A06C	G05A.01-01	Strategic Flow Management Application
1A06D	G05A.01-02	Strategic Flow Management Engineering Enhancement (SFMEE)
1A06E	G05A.02-02	Advanced Methods
1A07A	G05A.02-03	Flight Object
1A07C	G05A.02-08	Flight Object Exchange Services (FOXS)
1A07D	G05A.04-01	Dynamic Airspace
1A08A	G04W.02-01	Weather Observation Improvements
1A08B	G04W.03-01	Weather Forecast Improvements – Work Package 1
1A08C	G06N.01-03	NextGen Navigation Engineering
1A08D	G01M.02-02	New Air Traffic Management (ATM) Requirements
1A08E	G05M.03-01	Information Management
1A11A	G05A.02-10	Enterprise Concept Development
1A11B	G01M.02-05	Enterprise Human Factor Development
1A11C	G08M.01-04	Stakeholder Demonstrations
2A01B	G01A.01-08	En Route Automation Modernization (ERAM) Enhancements 2
2A01X	G01A.01-12	En Route Automation Modernization (ERAM) Enhancements 3
2A05B	A05.01-14	Traffic Flow Management (TFM) Infrastructure – TFM Improvements
2A11B	G05C.01-06	System Wide Information Management (SWIM) – Common Support Services Weather (CSS-Wx) Work Package 1
2A11X	G05C.01-09	System Wide Information Management (SWIM) – Common Support Services Weather (CSS-Wx) Work Package 2
2A15	G02A.01-06	Time Based Flow Management (TBFM) Work Package 3
2A15X	G02A.01-07	Time Based Flow Management (TBFM) Technology Refresh

2. FAA Strategic Priority: Benefits Through Technology

FY 2018 BLI	CIP #	CIP Name
2A18	G01C.01-05	Data Communications – Segment 1 Phase 1
2A18	G01C.01-06	Data Communications – Segment 1 Phase 2 Initial En Route Services
2A18	G01C.01-07	Data Communications – Segment 1 Phase 1 & 2 Data Comm Integrated Services (DCIS) Network Services
2A18X	G01C.01-11	Data Communications – Segment 1 Phase 1 & Phase 2 Data Comm Integrated Services (DCIS) Network Services Future
2A21	A01.16-01	En Route Improvements
2B03	A04.07-02	Terminal Automation Modernization – Replacement (TAMR) – Phase 3, Segment 2
2B04B	A04.08-01	Standard Terminal Automation Replacement System (STARS) Enhancements 2
2B04C	A04.09-02	Terminal Improvements
2B12	G03C.01-01	NAS Voice System (NVS) – Demonstration & Qualification
2B12X	G03C.01-02	NAS Voice System (NVS) – Deployment
2B13	A03.05-03	Enterprise Information Display System (E-IDS)
2B16	G06A.03-01	Terminal Flight Data Manager (TFDM) – Core, Segment 1
2B19B	G01N.01-02	NextGen Distance Measuring Equipment (DME) Support For Performance Based Navigation (PBN) Strategy
2D02	N03.01-00	Instrument Landing Systems (ILS)
2D06	N09.00-00	Sustain Distance Measuring Equipment (DME)
2D12	M08.41-02	NAVAIDS Monitoring Equipment (NME)
2E11	M08.28-05	Data Visualization and Reporting System (DVARs)

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

FY 2018 BLI	CIP #	CIP Name
1A07X	G05A.02-11	Flight Deck Collaborative Decision Making
2A05A	A05.01-13	Traffic Flow Management (TFM) Infrastructure – Field/Remote Site Technology Refresh
2A09B	A10.03-03	Advanced Technologies and Oceanic Procedures (ATOP) – Oceanic Improvements
2A12A	G02S.03-01	Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation – Baseline Services & Applications (Service Volume)
2A12X	G02S.03-06	Automatic Dependent Surveillance Broadcast (ADS-B) – Sustain Leased Services (FY21-Out)
2A14	G05A.05-03	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 4
2A14X	G05A.05-04	Collaborative Air Traffic Management Technologies (CATMT) – Work Package 5
2A16	G04W.03-02	NextGen Weather Processor (NWP), Work Package 1
2A16X	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

2. FAA Strategic Priority: Benefits Through Technology

- **Performance Metric 4:** Reduce the U.S. population exposed to significant aircraft noise around airports to less than 315,000 persons by calendar year 2016.

FY 2018 BLI	CIP #	CIP Name

- **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 2018 BLI	CIP #	CIP Name
2A09C	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 2018 BLI	CIP #	CIP Name
2B19A	G05N.01-01	NextGen Performance Based Navigation (PBN) – Metroplex Area Navigation (RNAV)/Required Navigation Performance (RNP)
2D01A	N06.01-01	Very High Frequency Omni-Directional Range (VOR) – Minimum Operational Network (MON) Implementation Program – Phase 1
2D01X	N06.01-02	Very High Frequency Omni-Directional Range (VOR) – Minimum Operational Network (MON) Implementation Program – Phase 2

- **Performance Metric 7:** Achieve documented cost savings and cost avoidance of \$42.46 million in FY 2017.

FY 2018 BLI	CIP #	CIP Name
1A02 / 1A03	F14.00-00	William J. Hughes Technical Center Laboratories & William J. Hughes Technical Center Laboratory Sustainment
1A04	F16.00-00	William J. Hughes Technical Center Building and Plan Support
1A09	G03M.02-01	NextGen Laboratories
2A11A	G05C.01-08	System Wide Information Management (SWIM) – Segment 2B
2A11X	G05C.01-10	System Wide Information Management (SWIM) Segment 2C – NAS Enterprise Messaging Service (NEMS) Technology Refresh Infrastructure and 3rd Party Provider Services
2B06B	F02.10-02	Facility Realignment Implementation
2B06X	F02.10-01	Facility Realignment Planning
2B06X	M08.48-01	Strategic Initiatives Analysis and Validation
2D08	A14.02-02	Instrument Flight Procedures Automation (IFPA) –Technology Refresh, Segment 1
2D08	A14.02-03	Instrument Flight Procedures Automation (IFPA) – Sustainment 2
2E02X	F20.01-01	FAA Employee Housing and Life Safety Shelter System Services
2E03C	F14.01-01	William J. Hughes Technical Center Laboratories – Flight Program Consolidation – Sustainment
2E06	F26.01-01	Decommissioning – Real Property Disposition
2E08	F13.04-02	Energy Management and Compliance (EMC)
2E10	C26.01-02	FAA Telecommunications Infrastructure – 2
3A01	F13.02-00	Environmental Cleanup / Hazardous Materials (HAZMAT)

2. FAA Strategic Priority: Benefits Through Technology

FY 2018 BLI	CIP #	CIP Name
3A13	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
4A01A	M03.03-01	CIP Systems Engineering & Development Support – System Engineering Contract
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 2017. (FAA Business Planning Metric)

FY 2018 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 commercial space and unmanned aircraft, into the NAS and enable the benefits these operations will provide. (FAA Business Planning Metric)

FY 2018 BLI	CIP #	CIP Name
1A10A	G01A.01-09	Unmanned Aircraft Systems (UAS) Concept Validation and Requirements Development
1A10B	G01A.05-01	Unmanned Aircraft Systems (UAS) Flight Information Management

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:** The FAA is rated in the top 25 percent of places to work in the federal government by employees. (FAA Business Planning Metric)

FY 2018 BLI	CIP #	CIP Name
2B08	F13.03-00	Environmental and Occupational Safety and Health (EOSH)
2E09	F22.01-01	Child Care Centers – Infrastructure Improvements

- **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 2018 BLI	CIP #	CIP Name
4A03	M05.00-00	NAS Regional/Center Logistics Support Services