



Safety

Oversee and operate the safest aerospace system in the world, all with a culture of continuous improvement

Safety Culture Commitment

Reinforce and promote "Safety Culture" across FAA and industry that integrates all aspects of Safety Culture (i.e., Just Culture, Reporting Culture, Learning Culture, Flexible Culture, and Informed Culture) to improve safety performance throughout the NAS. Safety culture commitment promotes safety policy, manages resources and invests in safety training, safety systems, and safety solutions; documents processes and procedures, and ensures accountability for safety.

Initiative: Promote agency-wide safety culture engagement

Advance our safety culture and risk management by promoting agency-wide safety culture engagement

Activity: Rollout SMS Training for all employees

Rollout SMS Training for all employees

Target: Execute the training (% of employees trained...)

Execute the training (% of employees trained...)

Initiative: Regulatory Activities

The FAA provides rule information on published regulatory documents.

Activity: Engage in strategic rulemaking activities that enhance aviation safety.

The Rulemaking Management Council (Council), led by the Office of Rulemaking ensures an effective and efficient set of priorities, and allocates resources for rulemaking projects. The Council manages the FAA's rulemaking program, approves rulemaking projects (including schedules and resource allocations), determines rulemaking priorities, and makes decisions to resolve issues.

Target: Powered-lift Operations Rulemaking Final Decision Document

The Powered-lift Rulemaking Team submits the Final Decision Document for approval (with agreement from all impacted LOB/SOs) to the Rulemaking Management Council for the Integration of Powered-lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes rulemaking project (RIN 2120-AL72) within 90 days of the close of the comment period.

Target: Safety Management Systems (SMS) Final Rule

FAA will transmit the Safety Management System (SMS) Final Rule (2120-AL60) to the Department by February 27, 2024.

Initiative: Create more agility in the rulemaking process

Harness innovation in a dynamic aerospace environment by creating more agility in the rulemaking process.

Activity: ARM process improvement efforts.

ARM process improvement efforts.

Initiative: Expand Safety Culture - Safety Culture Campaign across the FAA and Industry

Expand the Safety Culture Campaign across FAA and industry that integrates all aspects of Safety Culture (i.e., Just Culture, Reporting Culture, Learning Culture, Flexible Culture, and Informed Culture) to improve safety performance throughout NAS. A Safety Culture Campaign builds an environment where safety data and information are shared to ensure the organization understands its strengths and challenges, and empowers its members to proactively address emerging risks.

Initiative: Regulatory Activities

The FAA provides rule information on published regulatory documents.

Activity: Streamline the rulemaking process

Determine ways to streamline the rulemaking process while ensuring compliance with the Administrative Procedure Act and applicable Department of Transportation orders.

Target: Implement Changes to the Rulemaking Process

Implement changes to (i) improve the readiness of rulemaking projects submitted to the Rulemaking Management Council for approval by creating a Rulemaking Consultation Board to review potential rulemaking projects prior to submission to the RMC and (ii) expedite the rulemaking process by reinstating the Single Program Office Tool Rule and streamlining the review process in the rulemaking process document for nonsignificant projects.

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Target: Office of Rulemaking's concurrence of Ramp 1 rules

Obtain Executive Level 1 concurrence for 100% of Ramp 1 rules within 90 days of the Council approved schedule date.

Emerging Entrants

Enable the safe and timely integration of new entrants (unmanned aircraft, commercial space, urban/advanced air mobility, human spaceflight, etc.) into the NAS to keep pace with advancing technologies and developments, while maintaining a safe and secure aerospace system that serves as a world model.

Initiative: Enable Repeatable and Scalable Operations

Identify and conduct activities to support repeatable and scalable processes to integrate emerging entrants safely into the National Airspace System (NAS).

Activity: Safety Assurance

Expand the development of the Safety Assurance component of the Safety Management System (SMS) Program.

Supporting LOBs/SOs: AFS, AIR, ATO

Target: Cross-collaborative Workgroup

Establish or identify a cross-collaborative workgroup.

Target: Monitoring Plan

Collect an initial monitoring plan from stakeholders identified by the cross-collaborative workgroup.

Target: Quarterly Reviews

Conduct quarterly reviews to assess performance and effectiveness.

Target: Metrics and Threshold

Communicate the results of the metrics and update the threshold as required.

Activity: Beyond Visual Line of Sight (BVLOS) Drone Operations

To provide a regulatory framework to enable routine, scalable, economically viable, and environmentally sustainable BVLOS drone operations, complete the Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations (NUBO) notice of proposed rulemaking (NPRM).

Supporting LOB/SOs: AFS, AIR, ARM, APO, ATO

Target: Agency Coordination and AOA Approval of the Draft NPRM

Draft regulatory framework and rule text for enabling BVLOS operations without waivers or exemptions for drones up to 1,320 pounds gross takeoff weight. Complete Agency coordination and AOA approval of the draft NPRM.

Activity: UAS Traffic Management (UTM) Near-Term Approval Process (NTAP)

To enable the near-term approvals of UTM services to support more complex drone operations, complete the UTM NTAP for at least one UTM service and champion operator under existing regulations.

Supporting SOs: AFS, AIR, ARM

Target: NTAP Supplemental Data Service Provider (SDSP)

Complete the review process for at least one NTAP SDSP proponent and document lessons learned.

Target: NTAP UAS Service Supplier (USS)

Complete the review process for at least one NTAP USS proponent and document lessons learned.

Activity: UAS Traffic Management (UTM) Operational Evaluation (OE)

Establish a UTM OE by launching a UTM OE at a key site focusing on strategic deconfliction and conformance monitoring services.

Supporting LOB/SOs: AFS, AIR, ANG, ATO

Target: Technical Requirements to Launch UTM OE

Work with ANG, ATO, AFS, AIR, and NASA to determine and set technical requirements to launch the UTM OE.

Target: Establish the UTM OE

Work with ANG, ATO, AFS, AIR, NASA, and industry to establish the UTM OE and conduct initial operations at a key site.

Initiative: CAST/ASIAS Evolution

Continue to advance aviation safety considering emerging technologies, entrants, and new aviators.

Activity: CAST/ASIAS Evolution

Assess the current state of CAST and ASIAS, describe attributes of the future vision of CAST/ASIAS, and identify activities to bridge the gaps between the current and future states and organize them into activity areas.

Target: CAST/ASIAS Evolution

Working collaboratively with industry, guide the CAST evolution project through completion, with updates to CAST Governance (draft Dec. 2023), CAST Metrics (draft Dec. 2023), and CAST Communications (draft Dec. 2023), and SMS compatible outputs (draft Dec. 23) for completion by the end of FY24.

Initiative: Publish policy for emerging technologies

Publish policy for emerging technologies

Activity: Define and publish electric propulsion systems policy

Define and publish electric propulsion systems policy

Target: Define and publish policy for electric propulsion systems.

Define and publish policy for electric propulsion systems by September 27, 2024.

Initiative: Rulemaking

Focus on streamlining the rulemaking process to increase efficiency, support key rulemaking activities, and ensure the well-coordinated implementation of rules and supporting policy.

Activity: Implementation of Rules and Supporting Policy associated with Rulemaking

Establish guidance and policy within the established rulemaking timelines for the following rulemaking efforts: Safety Management Systems, Integration of Powered-Lift, Modernization of Special Airworthiness Certification, Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations.

Target: Streamlining the Rulemaking Process

Identify areas within the rulemaking process that need to be streamlined and work with the Office of Rulemaking to implement appropriate changes in the process. Resolve delays that occur at Milestone 1 and Milestone 3, and address items that were identified in The Regulatory Group (TRG) report on rulemaking process.

Initiative: Certification Services Oversight Process

Continue to address and shorten applicant wait times and processing times.

Activity: Enhance Certification Policy

Address and shorten applicant certification wait times, address applicant readiness with industry and incorporate policy changes to strengthen this effort.

Target: Define Applicant Accountability

Increase applicant accountability and preparedness, enhancing/define applicant CSOP entry control criteria, and strengthen and align termination guidance information for dealing with applicant inactivity and readiness.

Initiative: AVS will take necessary and timely actions to enable Unmanned Aircraft System (UAS) activities in the National Airspace System (NAS).

The Office of Rulemaking (ARM) coordinates the FAA's exemption program, and works closely with the Office of Primary Responsibility (OPR) and Office of the Chief Counsel (AGC) to process petitions for exemption from Title 14 of the Code of Federal Regulations (14 CFR).

Activity: Implement strategies to improve Unmanned Aircraft System (UAS) exemption (non-precedent setting) processing time.

The Office of Rulemaking (ARM) processes non-precedent setting UAS exemption requests, which comprise the vast majority of UAS exemption requests.

Target: Unmanned Aircraft System (UAS) Exemptions (non-precedent setting)

Process (grant, deny, or closeout) 90% of the number of non-precedent setting UAS exemption requests for the quarter, as well as maintain a 90% completion rate for the fiscal year.

Safety and Security Risk Management

Ensure a formalized and proactive approach to aviation safety by identifying, monitoring, assessing, and managing safety and security risks through enhanced access to data and analytics, informed risk-based decision making, improved safety metrics and security measures, and increased system safety awareness and performance.

Initiative: Utilize Predictive Data Analytics to Proactively Identify and Take Action to Reduce Emerging Safety Risk

Utilize Predictive Data Analytics to Proactively Identify and Take Action to Reduce Emerging Safety Risk.

Activity: Define an enterprise-level process utilizing data for determining and re-evaluating safety measures for a 21st century NAS.

Define a transparent and repeatable process to determine enterprise-level safety measures using a holistic approach that considers potential risks and hazards not previously prioritized as contributing to safety.

Target: Develop a Workflow That Demonstrates Viability For The Safety Measure Nomination Process

For selected use case(s), determine how to align enterprise-level goals with the safety measures nominated by the relevant LOB's and S/O's. Demonstrate how this alignment supports project-level decision making, informs enterprise-level goals and highlights risks and hazards not previously prioritized as contributing to safety. Output will be a white paper outlining how Performance Management at the Enterprise Level could be achieved.

Activity: Support FAA's strategy and DOT's long range strategic plan for advance analytics development in the NAS.

Work closely with the Chief Data Office and engage with aviation analysts across all Lines of Business (LOBs) and Staff Offices (SOs) to propose tactical and policy-driven recommendations while identifying scalable use cases that aid in the development of a new FAA Artificial Intelligence (AI) and Machine Learning (ML) strategy.

Target: Enhance Repository for Predictive Analytics Use Cases

Provide an analysis of the collection of use cases for purpose, scope, capabilities, and limitations while maintaining the active inventory repository through continuous monitoring, collaboration, and evaluation. Document and socialize how use cases align with tactical processes and technical applications for reference and input into the FAA AI/ML strategy.

Initiative: Improve efficiency of continued operational safety processes.

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Activity: Streamline FAA Mandatory Continuing Airworthiness Information (MCAI) acceptance and issuance.

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Target: Streamline FAA acceptance and issuance of Mandatory Continuing Airworthiness Information (MCAI)

Streamline FAA acceptance and issuance of Mandatory Continuing Airworthiness Information (MCAI) to improve efficiency of continued operational safety processes by September 27, 2024.

Initiative: Develop and execute Universal Safety Oversight Audit Program (USOAP) plan

Develop and execute Universal Safety Oversight Audit Program (USOAP) plan anticipation of USOAP audit

Activity: Develop, execute, and complete USOAP plan

Develop, execute, and complete USOAP plan requirements

Target: Complete AIR USOAP audit plan requirements

Complete AIR Universal Safety Oversight Audit Program (USOAP) audit plan requirements by May 31, 2024.

Initiative: Aviation Safety Information and Sharing (ASIAS)

Improve agency ability to identify and assess safety risks through advanced analytics.

Activity: Aviation Safety Information and Sharing (ASIAS)

Support ASIAS expansion for data analysis function.

Target: Establish cloud capabilities to ingest and process FOQA data.

To complete the prototype and validation of cloud-based ingest and processing of Flight Operations Quality Assurance (FOQA) data for at least two airlines by March 31, 2024.

Success Criteria:

1 - Validate establishment of ASIAS FOQA Cloud Platform with data from at least two airlines.

2 - Complete and pass testing to validate the ingest and processing of specified FOQA data in the ASIAS FOQA Cloud platform.

Activity: Reduce Risk in the National Airspace System (NAS)

Collaboration between FAA lines of business to evaluate existing data forums where data is shared with external stakeholders, catalog existing data sets, evaluate data to identify a risk register and develop an action plan to partner with external aviation stakeholders to address areas of highest risk.

Target: Common Taxonomy

Establish common set of taxonomies to evaluate data.

Target: Risk Register

Evaluate identified data, determine areas of highest risk and develop risk register.

Target: Safety Metrics

Utilize risk register and develop safety metrics for FY25 to reduce risk in the NAS.

Target: Communication Plan

Develop monitoring and reporting plans for communicating metrics and safety improvements with external aviation stakeholders.

Initiative: Reduce Wake Turbulence Accidents and Incidents through Surveillance Program Collaboration

The FAA is committed to reducing wake turbulence accidents and incidents. The FAA's Air Traffic Safety Oversight Office (AOV) leads collaboration across Lines of Business to oversee surveillance and compliance with safety standards and safety management systems (SMS) in order to reduce wake turbulence accidents and incidents and promote safe and efficient operations.

Activity: Wake Turbulence Surveillance Program Collaboration

Reduce wake turbulence accidents and incidents by engaging FAA leadership and wake turbulence surveillance program teams.

Target: Wake Turbulence Mitigation

Reduce Wake Turbulence events by engaging with ATO, AVS, and ANG Wake Turbulence Surveillance Program teams (Wake Work Group, Wake Incident Team (WIT), and Future Executive Wake Workgroup).

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Initiative: Commercial Air Carrier Fatality Rate

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 2024 is 4.7.

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Target: Commercial Air Carrier Fatality Rate

Reduce the commercial air carrier fatalities to no more than to 4.7 per 100 million persons on board U.S. carriers in FY 2024.

Initiative: General Aviation Fatal Accident Rate

Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by 2028. FY 2024 Target: 0.93

Activity: General Aviation Fatal Accident Rate

Reduce the general aviation fatal accident rate per 100,000 flight hours by 10% over a 10-year period – FY 2019-2028.

Target: General Aviation Fatal Accident Rate

Reduce the general aviation fatal accident rate to no more than 0.93 per 100,000 flight hours in FY 2024.

People

Strengthen our current and future aviation workforce by holding ourselves accountable, developing our people and planning for the aviation workforce of the future

Diversity, Equity, Inclusion, and Accessibility

Ensure a more conscious and inclusive culture that embraces the diverse talents of employees, ensures fair and equitable treatment, and advances broader gains in diversity, equity, inclusion, and accessibility.

Initiative: EEO/Diversity and Inclusion Action Committee (EAC)

Utilize the EEO Action Committee (EAC) to enhance, collaborate and support a diverse and inclusive workplace with existing employee workgroups and LOBs/SO. Collaborate with AHR's Corporate Recruitment Council to develop an annual outreach plan, targeting underrepresented groups within the agency.

Activity: Ensure a Diverse and Inclusive Workforce - Reasonable Accommodations

Support the FAA's corporate goal to process 90% of the agencies Reasonable Accommodation request within 25 days or less.

Target: AVS - Reasonable Accommodations

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Activity: Ensure a Diverse and Inclusive Workforce - Mediation

Managers engage in the mediation/facilitation process when requested.

Target: AVS - Mediation

Ensure that 70% of managers engage in mediation when requested by employees.

Initiative: Train Managers and Employees across the Agency in Diversity, Equity, Inclusion, and Accessibility (DEIA)

ACR will lead collaboration with LOBs/SOs to train managers and employees in DEIA.

Activity: ACR will Lead Collaboration with LOBs/SOs to Train Managers and Employees in DEIA.

The Office of Civil Rights will provide LOB/SOs with a list of DEIA training courses approved by ACR and will provide monthly completion totals to support their efforts in achieving the goal that 75% of managers and 25% of employees attend one training course each fiscal year.

Target: AVS - Train Managers and Non-Managerial Employees in a Minimum of One DEIA Training Course

Ensure at least 75% of managers and 25% of employees attend a minimum of one training course from a menu of DEIA training courses.

Human Capital Management

Enhance FAA's human capital management capabilities to support innovation and collaboration that will empower a synergetic, data-driven workplace. Leverage data and technology to continuously identify and address human capital management opportunities and efficiencies. Position the FAA as an employer of choice by promoting career opportunities to attract the workforce of the future, while maintaining a culture that enhances employee engagement and accountability. Ensure that the FAA retains a diverse and high performing workforce by providing varied learning opportunities and workplace flexibilities.

Initiative: Small Business Opportunities

Support small businesses and job creation by providing opportunities for small businesses to attain FAA contracts and purchase orders, with special emphasis on procurement opportunities for socially and economically disadvantaged small businesses (including 8(a) certified firms), service-disabled veteran-owned small businesses, and women-owned small businesses.

Activity: Contracting with Small Businesses

Utilize market analysis and acquisition strategies to provide opportunities for small businesses to compete for, and attain FAA contracts and purchase orders, with special emphasis on procurement opportunities for socially and economically disadvantaged small businesses (including 8(a) certified firms), service-disabled veteran-owned small businesses, and women-owned small businesses, economically disadvantaged women-owned small businesses, and historically underutilized business zone small businesses.

Target: AQS - Support ACQ's Small Business efforts

Support ACQ's efforts to ensure 25% of the Agency's total direct procurement dollars are awarded to small businesses.

Activity: Contracting with Small Disadvantaged Business (SDB)

Utilize market analysis and acquisition strategies to provide opportunities for Small Disadvantaged Businesses (SDB) to compete for and attain FAA contracts and purchase orders.

Target: AQS - Support ACQ's Small Disadvantaged Business efforts

Support ACQ's efforts to ensure at least 14% of the Agency's total direct procurement dollars are awarded to Small Disadvantaged Businesses (SDB).

Initiative: I9 Workforce Development and Training (SP)

AVS provides and maintains a well-trained workforce that aligns with enterprise needs. As new required skills and competencies are periodically identified, the needed staff and training resources are located or developed. The AVS environment supports learning, diversity, and inclusion to allow the workforce to adapt rapidly to emerging needs.

Activity: A1 AVS Core Positions

Identify AVS Core positions, assess position development and training requirements, and give priority to positions according to organizational objectives.

Target: Training Requirements

Evaluate Training Requirements with updated JTAs to determine gaps.

Activity: A2 Learning Programs

Evaluate the AVS learning programs to determine each program's strengths/weaknesses and to guide subsequent improvements.

Target: Priority Learning Programs

Evaluate priority learning programs in response to external recommendations and findings to determine if meeting operational need.

Activity: A3 Learning Strategy

Develop a coordinated, sustainable, high-level AVS learning strategy and tactical plan to target directions, resource requirements and success metrics, revisit and refine the plan annually.

Target: Oversight Plan

Develop an AVS learning development strategy and oversight plan.

Activity: A4 Measures and Metrics

Identify, develop and implement efficiency and effectiveness measures and metrics to track the cost and impact of training.

Target: Dashboard Implementation

Implement the AVS Training Dashboard priorities.

Global Leadership

Advance global aviation safety, operational excellence and innovation by leading and collaborating with aviation authorities globally

Global Aviation Safety and Security Enhancements

Improve global aviation safety and security through targeted assistance and collaboration, partnerships on aviation system safety oversight, streamlining regulatory environments, and promoting higher levels of global airspace and cyber security.

Initiative: Demonstrate continued global leadership on Advanced Air Mobility (AAM) standards and certification through international cooperation, collaboration, and engagement.

Demonstrate continued global leadership on Advance Air Mobility (AAM) standards and certification through international cooperation, collaboration, and engagement. This work is a collaboration with ARP and ANG.

Activity: Create a global framework to harmonize Advanced Air Mobility (AAM) certification standards with the National Aviation Authorities (NAA) Network.

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Target: Present the FAA Airworthiness Criteria for one appropriate AAM company to the NAA Network.

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Target: Define the differences between Federal Aviation Administration (FAA) and UK's airworthiness criteria and share with the NAA Network.

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Target: Complete an initial set of Common Standards and Differences between the two frameworks to share among the five civil aviation authorities.

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Target: Complete a FAA draft of the proposed AAM roadmap to include identification of phases of convergence on AAM Standards and Certification.

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Initiative: Promote the acceptance of FAA certificates, licenses, and approvals abroad

U.S. aerospace standards are designed to maximize safety and the delivery of high quality aerospace products and services. U.S. operators, manufacturers, airmen, maintenance and training organizations, and commercial space transportation entities demonstrate that they meet robust standards when they receive a certificate, license, or other approval from the FAA. The FAA can help ensure that they do not unnecessarily expend critical resources obtaining certificates and approvals from other regulators by partnering with those regulators to maximize the acceptance of each other's findings of compliance.

The FAA will promote the international acceptance of FAA certifications and approvals, including through Bilateral Aviation Safety Agreements and other agreements that permit parties that have established a high degree of confidence in each other to rely largely on each other's regulatory processes. By reducing regulatory redundancies, the FAA and counterpart regulators and industry can redirect resources to addressing other safety priorities.

Activity: Facilitate the acceptance of FAA certification and approvals abroad

Increased harmonization with FAA aerospace safety standards provides increased opportunities to enable the acceptance of FAA certifications and approvals abroad through bilateral agreements for reciprocal acceptance. Facilitating the acceptance of FAA certifications and approvals when there are minimal regulatory differences can provide opportunities to reduce redundant regulatory activity and improve safety and efficiency of international operations.

Seamless and Sustainable International Operations

Promote seamless, harmonized, and sustainable international operations by improving operational excellence in delegated airspace and neighboring FIRs, international capacity building, research and innovation, and environmental sustainability.

Initiative: Influence International Partners

Participate in international standardization of innovative technologies to enable an efficient and resilient global aerospace system prepared for future challenges.

Activity: Engagement with Partners to Promote Global Standards

Engage with global/regional industry consensus standards development organizations and promote global standards that leverage internationally accepted innovative technologies.

Supporting LOB/SOs: AVS, ASH, API, ARP, ATO

Target: UAS Work Priorities

Assess the current FAA UAS work priorities for the International Civil Aviation Organization (ICAO) and Joint Authorities for Rulemaking on Unmanned System (JARUS); and communicate these priorities through one or more papers and/or briefings for the ICAO Assembly, JARUS plenary, among others.

Target: Key Industry UAS-related Standards

Provide triannual briefings at AUS-internal meetings, and/or at existing cross-LOB meetings, on ICAO and JARUS-related work to foster the timely and consistent adoption by ICAO and JARUS of key industry UAS-related standards that are acceptable to the FAA.

Target: Cross-Border Working Group

Engage with Transport Canada on determining next steps with the Cross-Border Working Group (Terms of Reference to conclude January 2024), including conducting demonstration testing.

Operational Excellence

Operate the world's most efficient aerospace system through daily execution, continuous improvement and infrastructure investment.

Mission Efficiency and Support

Optimize efficiency and support mission requirements through daily execution, continuous improvement, planning, infrastructure resiliency, and investment. Effectively plan for and manage finances, procurement, information technology, and other mission support services.

Initiative: Aerospace Medicine Equipment Needs (AMEN) – Sustainment #3 – Critical Acquisition/Operational Excellence

TAGARS Out-the-Window Dome Visual* System In Service

Activity: TAGARS Out-the-Window Dome Visual* System In-Service

Complete user acceptance testing following on-site installation

Target: TAGARS Out-the-Window Dome Visual* System will be in-service

Complete user acceptance testing following on-site installation

Initiative: Wind and Wave Evacuation Survival Facility (WiWAVES) Phase 1

Success Criteria: Completion of final inspection; obtain certificate of occupancy; issue final completion documents including warranties

Activity: WiWAVES Commission Completed

Completion of final inspection; obtain certificate of occupancy; issue final completion documents including warranties

Target: WiWAVES Commissioning Complete

Success Criteria: Completion of final inspection; obtain certificate of occupancy; issue final completion documents including warranties

Agile Services across the NAS

Develop a comprehensive and agile set of requirements and processes to integrate traditional and emerging users of the National Aerospace System and to evaluate appropriate infrastructure and operational needs of any given facility or airspace.

Initiative: Enabling and Scaling Innovation

Conduct research needed to safely integrate UAS into the National Airspace System (NAS).

Activity: Edition #6 of the FAA's UAS and AAM Integration Research Plan

Edition #6 of the FAA's UAS and AAM Integration Research Plan.

Supporting LOB/SOs: AAM, AFS, AIR, AOV, AQS, ARM, AVP, AFN (AEM), AGC, AGI, ANG, AOC, APL, ARP, ASH, AST, ATO

Target: Publish Edition #6 of the FAA's UAS and AAM Integration Research Plan

Publish Edition #6 of the FAA's UAS and AAM Integration Research Plan on the FAA's internal website.

Target: Submit Edition #6 of the FAA's UAS and AAM Integration to the Research, Engineering and Development Advisory Committee (REDAC)

Submit Edition #6 of the FAA's UAS and AAM Integration Research Plan to the ANG-E REDAC Designated Federal Official (DFO) for tasking the full REDAC committee to comment.

Activity: Edition #7 of the FAA's UAS and AAM Integration Research Plan

Edition #7 of the FAA's UAS and AAM Integration Research Plan.

Supporting LOB/SOs: AAM, AFS, AIR, AOV, AQS, ARM, AVP, AFN (AEM), AGC, AGI, ANG, AOC, APL, ARP, ASH, AST, ATO

Target: Initiate Clearance of Edition #7 of the FAA's UAS and AAM Integration Research Plan

Initiate official FAA cross-agency clearance through the Electronic Document Management System (EDMS) of Edition #7 of the FAA's UAS and AAM Integration Research Plan.