Federal Aviation Administration

United States of America

NATIONAL AVIATION SAFETY PLAN

June 2025 Revision

CONTENTS

EXECUTIVE SUMMARY

Amidst an ever-changing operating environment, the United States continues our steadfast commitment to pursuing the highest levels of safety in the National Airspace System and contributing to global efforts to improve aviation safety. We recognize that aviation safety is a result of the combined efforts of all aviation stakeholders, both public and private. Across the U.S. Government, a number of departments and agencies play a role in establishing, maintaining, and overseeing civil aviation safety.

The Federal Aviation Administration (FAA) is pleased to contribute to the implementation of the International Civil Aviation Organization's (ICAO) Global Aviation Safety Plan (GASP) by establishing the U.S. National Aviation Safety Plan (NASP) with the support of other U.S. Government agencies.

The NASP is comprised of the plans, programs and other resources, which, together with the U.S. State Safety Program (U.S. SSP) document, create a holistic view of how the United States manages civil aviation safety. The NASP also allows us to provide even greater transparency into the multi-faceted U.S. approach to aviation safety.

We trust that the U.S. NASP will serve as a valuable source of information about the U.S. civil aviation safety oversight system for the flying public, international civil aviation authorities, industry, and other stakeholders.

INTRODUCTION

The United States is committed to the management and continual improvement of our national civil aviation safety in accordance with the State Safety Policy and Objectives published in the U.S. SSP document. The United States has created the NASP to fulfill the goals and targets outlined in ICAO's GASP by communicating clearly to all stakeholders the U.S. Government's strategies for improving national civil aviation safety and providing this compendium as a resource to access more information about these strategies, initiatives, and programs.

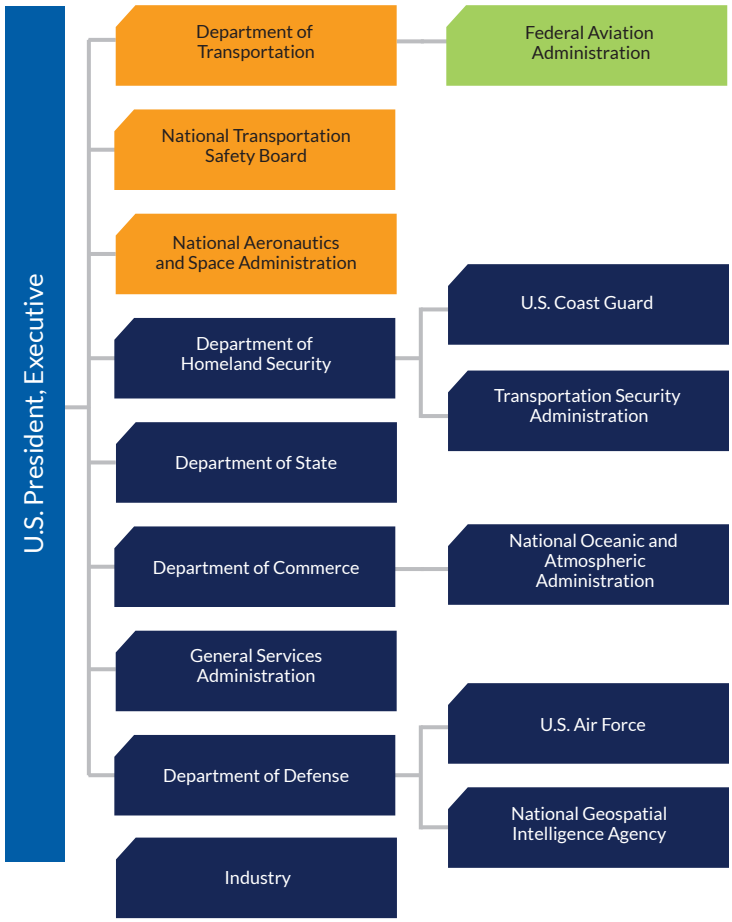
OVERVIEW OF U.S. NASP

The U.S. NASP provides information on the U.S. National Airspace System* and its operational picture as well as the strategic direction for the management of aviation safety. The NASP outlines the areas in which the U.S. Government is targeting civil aviation-related resources and helps inform aviation stakeholders of U.S. priority areas for the management of civil aviation safety.

U.S. NASP DEVELOPMENT

The FAA's Aviation Safety organization manages the NASP development, updates, and publication in coordination with the U.S. Government departments and agencies shown in Figure 1 and in consultation with other stakeholders.

Figure 1: U.S. NASP contributors



* The **U.S. National Airspace System** is a network of controlled and uncontrolled airspace, both domestic and oceanic. It also includes air navigation facilities, equipment and services; airports and landing areas; aeronautical charts, information and services; rules and regulations; procedures and technical information; and manpower and material. [Source: https://www.faa.gov/air_traffic/nas/]

RELATIONSHIP BETWEEN THE U.S. NASP AND THE U.S. SSP

The NASP is one of the key documents produced as part of the U.S. SSP documentation. The U.S. SSP document provides information describing HOW the U.S Government manages civil aviation safety, while the NASP focuses on WHAT the U.S. Government is managing in the U.S. National Airspace System, including the operational context as well as operational and other safety priorities. These are complementary, but each has a distinct focus. Neither the U.S. NASP nor the U.S. SSP document supersede any specific regulation, instruction, or order pertaining to specific rules or requirements.

Read the U.S. SSP document to learn more about the mechanisms and frameworks employed to identify and address specific activities that support the safe and efficient delivery of aviation activities.

U.S. CIVIL AVIATION OPERATIONAL OVERVIEW*

The U.S. National Airspace System is the busiest and safest airspace system in the world, and this operational context is the backdrop for the civil aviation safety management content in the U.S. NASP. The following resources provide current and forecasted information on the U.S. National Airspace System:

- **FAA Administrator's Fact Book**
  Provides statistics, data, and other information about aviation safety and the FAA's management of the nation's airspace system. Content covers the agency's air traffic, commercial space transportation, aircraft, airspace modernization, and drones.
- **Air Traffic By The Numbers**
  This infographic is an easy-to-reference source for relevant facts and information about U.S. airspace and FAA Air Traffic Organization services.
- **FAA Operations & Performance Data**
  Provides access to historical traffic counts, forecasts of aviation activity, and delay statistics.
- **Aviation Data & Statistics**
  An FAA-hosted collection of aviation data and statistics resources.
- **FAA Aviation Forecasts**
  The FAA tracks the trends and trajectories of U.S. airspace operations in the annual release of FAA Aviation Forecasts. The purpose of the forecasts is to predict future demand within the aviation industry. The FAA develops the commercial aviation forecasts and assumptions from statistical

Figure 2: Comparing the U.S. SSP document and U.S. NASP

* Unlike many States, the U.S. has a Federal, rather than Civil, national airspace system (NAS). While some States have separate airspace/rules/systems for civil and military aviation, the US Federal Aviation Act of 1958 established a Federal, rather than Civil, NAS for use by both military and civilian aircraft, with air traffic services (later corrected to air navigation services) provided by civil and military controllers.

PURPOSE

The U.S. NASP compiles existing U.S. Government plans and initiatives that contribute to describing the strategic direction for managing civil aviation safety in the United States. The U.S. NASP does not modify or supersede the content or activities contained in these plans and initiatives, but instead provides a complementary, informational resource of relevant materials. Through the provided web links within this plan, you will find U.S. Government information about civil aviation safety planning, priorities, targets, performance, and safety improvement efforts, together with their duration(s) and/or time period(s), where applicable. The content in the U.S. NASP will be updated regularly to reflect current information and practices.

RELATIONSHIP BETWEEN U.S. NASP AND GLOBAL AND REGIONAL AVIATION SAFETY PLANS

ICAO created the GASP to "...continually reduce fatalities, and the risk of fatalities, by guiding the development of a harmonized aviation safety strategy, regional aviation safety plans and national aviation safety plans."[1] The GASP provides a global framework for developing and implementing national aviation safety plans. The U.S. NASP supports the intent of this framework to the extent practicable for the United States and the achievement of corresponding goals and targets in the GASP. The United States also participates in the development of regional aviation safety plans (RASP) through membership and/or accreditation to ICAO Regional Aviation Safety Groups (RASGs). U.S. civil aviation safety data and/or information may contribute to the following RASPs:

Figure 3 describes the relationship among the U.S. NASP, the NACC RASP, and ICAO GASP

- **ICAO North American, Central American and Caribbean (NACC) RASP (Accredited)**
- **ICAO Asia-Pacific RASP (Member)**

Contributing to the ICAO NACC RASP

The ICAO NACC Regional Office monitors the implementation of the Safety Enhancement Initiatives listed in the NACC RASP and measures safety performance of the regional civil aviation system in cooperation with the RASG-Pan America (RASG-PA). The United States contributes to this monitoring through participation in the RASG-PA and its contributory bodies, including the provision and analysis of civil aviation safety data and reporting. The United States also reports information to the NACC Regional Office upon request. (see Figure 3)

ADDITIONAL U.S. CIVIL AVIATION-RELATED PLANS

The following plans provide information about the infrastructure and human capital aspects of air transport at the national level and the strategic direction that contributes to the management of civil aviation safety in the United States:

[1] The Global Aviation Safety Plan (GASP) presents the strategy which supports the prioritization and continuous improvement of aviation safety. https://www.icao.int/safety/GASP/Pages/default.aspx

Strategic plans

- **Department of Transportation (DOT) Strategic Plan**
  Establishes DOT's strategic goals and objectives.
- **FAA Plan**
  Establishes the FAA activities in alignment with DOT's Strategic Plan DOT Strategic Plan, and describes four-year goals the agency will pursue and the yearly actions that will contribute to realizing these objectives.
- **National Transportation Safety Board (NTSB) Strategic Plan**
  Establishes the NTSB's strategic priorities, goals, and objectives.
- **National Aeronautics and Space Administration (NASA) Aeronautics Research Mission Directorate Strategic Plan**
  Establishes strategic goals and objectives for aeronautics research performed under NASA's Aeronautics Research Mission Directorate. Research includes vehicle, airspace and safety-related capabilities for civil aviation.
- **NASA Volume of Integrated Performance**
  Annual performance report that describes progress toward agency goals and objectives. Civil aviation-related items focus on research and development.

More information about the Strategic Plans listed above is provided in A strategic approach to managing safety.

Aviation infrastructure plans

- **Federal Aviation Administration Capital Investment Plan**
  Multi-year plan for the U.S. national infrastructure, airspace modernization programs and activities..
- **Airports Capital Improvement Plan**
  Plan that identifies eligible, justified, and reasonable development, planning, equipment, or environmental projects for airports, which are in the National Plan of Integrated Airport Systems.

Aviation Professionals Development

- **FAA Science, Technology, Engineering, and Math (STEM) Aviation & Space Education (AVSED) Program**
  Plans to promote the next generation of skilled aviation and aerospace professionals.

A STRATEGIC APPROACH TO MANAGING AVIATION SAFETY

The U.S. NASP centralizes access to resources that demonstrate how the United States manages civil aviation safety. The NASP promotes connectivity among U.S. civil aviation safety planning, programs, and initiatives but does not impose new requirements. Due to the size and complexity of the U.S. National Airspace System and the number and variety of government and private stakeholders, the U.S. NASP focuses on providing a comprehensive presentation of civil aviation safety management activities by U.S. Government agencies managing the National Airspace System.

The FAA's Aviation Safety organization leads the management of the U.S. NASP in collaboration with entities responsible for or participating in aviation safety management, and ensures endorsement of the plan by senior U.S. aviation leadership. The content in the U.S. NASP will be regularly reviewed and updated through a collaborative approach to ensure it reflects evolving information and practices. Many U.S. organizations play important roles in supporting the highest levels of safety, and participation by identified stakeholders is important to an accurate and informative U.S. NASP. Read U.S. NASP development for more details about contributors to the plan.

SAFETY GOALS AND TARGETS

As discussed in the U.S. SSP document, the U.S. civil aviation safety system encompasses a number of public and private stakeholders, including multiple U.S. Government departments and agencies with specific functions and responsibilities. The U.S. SSP document focuses on the FAA and NTSB because those two organizations fulfill the majority of SSP-related functions for the United States.[i] Each of these organizations establishes strategic plans that describe goals for a defined period, typically three to five fiscal years. [2]

DOT and FAA

The DOT and FAA plans include safety elements that are reflected in annual priorities and targets. Metrics (e.g., performance or success indicators) are important components of the plans. The Plans also incorporate stakeholder input received during the development process, where appropriate. Figure 4 shows how safety targets are established annually in alignment with the Strategic Plans.

[2] The U.S. Government fiscal year begins on October 1 and ends on September 30 of the following year.

NTSB

The NTSB's Strategic Plan identifies goals for improving transportation safety, with a focus on enhancing the effectiveness and efficiency of its investigative products and processes. Data collection and analysis are fundamental aspects of informing these efforts and continually improving the management and execution of agency objectives.

Global safety goals and targets

The ICAO GASP contains safety goals and targets for countries, regions, and industry. The United States continues to focus on reducing fatalities and serious injuries and contributing to ICAO RASGs as shown in Figure 6.

SAFETY MANAGEMENT SYSTEMS (SMS) IN THE FAA

The U.S. SSP document describes in detail how the FAA demonstrates commitment to safety management principles through internal SMS implementation and oversight as part of its responsibility to regulate and oversee all aspects of U.S. civil aviation safety. This strategic approach integrates the

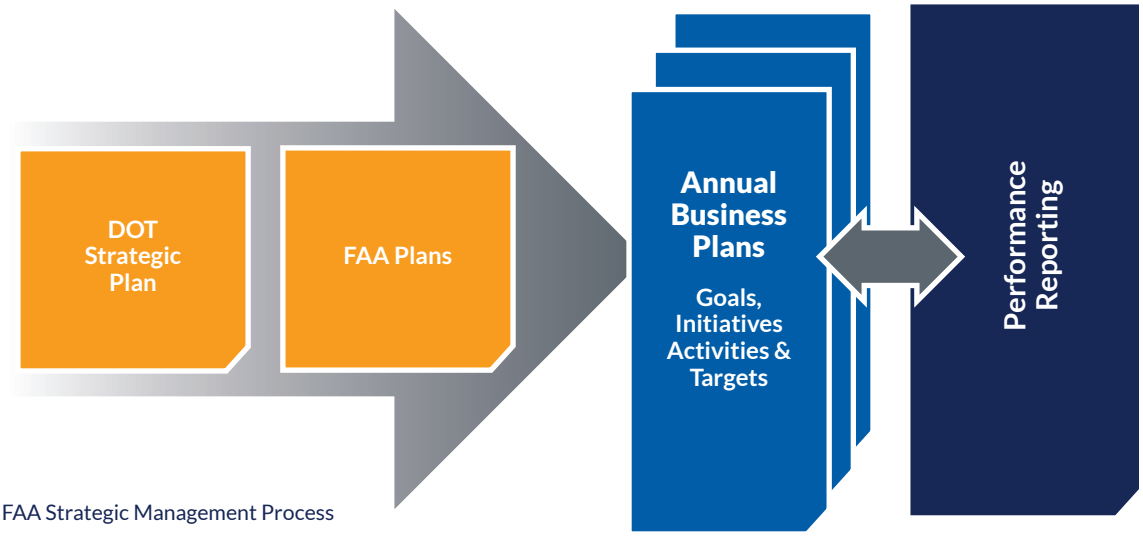


Figure 4: DOT and FAA Strategic Management Process

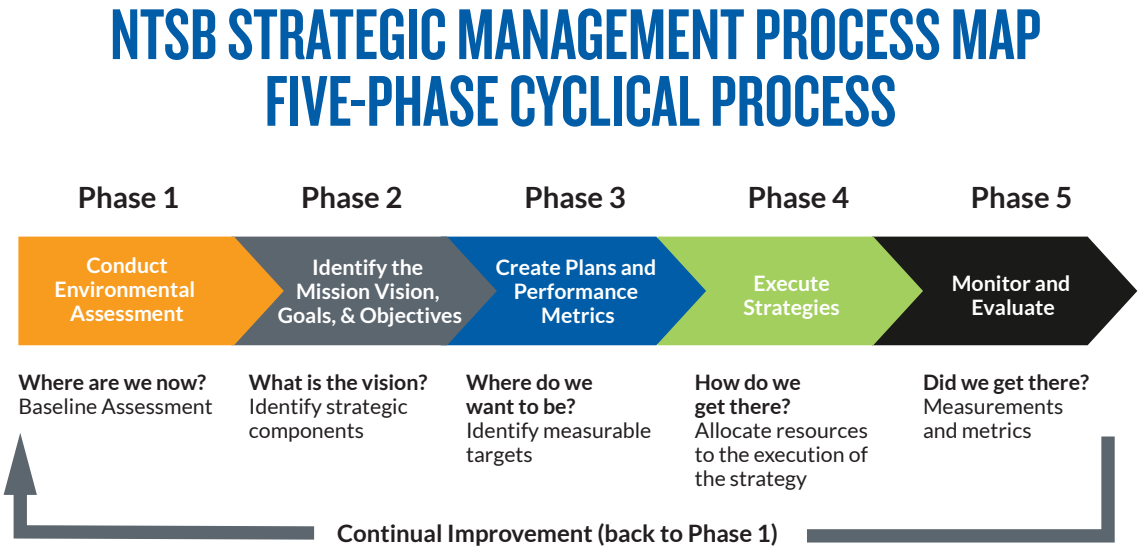


Figure 5: NTSB Strategic Management Process Map

GASP 2023-2025 Goal	GASP Target	What We Are Doing
Achieve a continuous reduction of operational safety risks	Maintain a decreasing trend of global accident rate	The DOT and FAA plans include safety elements that are reflected in annual priorities and targets
Increase collaboration at the regional level	By 2025, all States to contribute information on safety risks, including SSP safety performance indicators (SPIs), to their respective regional aviation safety group (RASGs)	The FAA participates in the following ICAO RASGs and contributory bodies covering the Pan America (North America, Central America, Caribbean, and South America), Asia and Pacific, and North Atlantic regions: • **RASG-PA** • **RASG-Asia and Pacific Regions** • **North Atlantic Systems Planning Group and Safety Oversight Group**

Figure 6: DOT, FAA Plans compared to global safety goals and targets

management of safety risk into business planning, operations, and decision-making. More information about SMS in the FAA:

- **FAA Programs & Initiatives: SMS**
  Provides information about SMS, Aviation Safety and the interface with FAA, including information about the FAA's SMS international collaboration efforts and information tailored to specific aviation sectors.
- **FAA Order 8000.369 - Safety Management System**
  Establishes the SMS policy and requirements for the FAA.

EMERGING ISSUES

Emerging issues include concepts of operations, technologies, public policies, business models or ideas that might impact safety in the future, for which insufficient data exists to complete typical data-driven analysis. It is important to remain vigilant with respect to emerging issues to identify any potential safety risks, collect relevant data, and proactively develop mitigations to appropriately address risks.

In June 2024, the US government and industry jointly established the Aviation Safety Team (AST) to address the increasingly complex and interconnected risks within the National Airspace System. The AST integrates existing safety teams from the commercial (CAST), general aviation (GAJSC) and rotorcraft (USHST) communities with the Aviation Safety Information Analysis and Sharing (ASIAS) assets with plans to include emerging entrance safety teams in the future. Additionally, the AST model also includes a new National Safety Issue Registry (NSIR) to serve as a repository of issues that have the potential to have a national systemic outcome and provide national-level safety assurance. Educational and informational products generated by these safety teams are made available through public-facing websites such as the SKYbrary (CAST), the GAJSC website, and the USHST website.

In addition to the safety-related goals, objectives, initiatives, and FAA key activities identified in the DOT and FAA Strategic Plans, the following programs and initiatives further support a risk-based approach to the identification of emerging issues:

- **Aviation Safety Information Analysis and Sharing (ASIAS)**
  A central conduit for the exchange of safety information among stakeholders from the commercial, general aviation and rotorcraft communities. The information is used for analyses that inform safety decisions to reduce the risk of accidents.
- **FAA Integrated Oversight Philosophy**
  Identifies principles for evolving safety oversight systems, to better position the FAA to meet the challenges of a rapidly evolving U.S. aerospace system..
- **FAA Compliance Program**
  The FAA's approach to compliance and the advanced integration of these concepts into the fabric of the agency's mission.
- **FAA Flight Standards Service System Approach for Safety Oversight Program**
  Established to develop and implement a comprehensive system safety approach to the oversight of aviation entities, with the goal to improve safety beyond current levels by enhancing Risk-Based Decision-Making practices and initiatives.

- **Aviation Voluntary Reporting Programs**
  Proactive public-private partnership programs enabling aviation employees to voluntarily and confidentially report operational experiences and safety concerns for non-punitive review and analysis. These programs support identifying and resolving latent emerging issues. Voluntary reporting programs are also important operational safety priorities.
- **National Aviation Research Plan**
  The National Aviation Research Plan, or NARP, provides an overview of the FAA's research and development (R&D) plans over the next five years, highlighting near-, mid- and far-term research.

Research and development

Rapid innovation in aerospace is fundamentally transforming aviation. More than ever, we need our researchers to continue finding creative solutions to complex aviation problems. To succeed, we must balance bold new ideas with tried and true safety considerations.

FAA

The FAA's R&D is primarily applied research designed to help the FAA develop policies, regulations, certifications, guidance, and standards that increase safety and modernize the National Airspace System.

The annual NARP presents the FAA's R&D goals, highlights planned research, and identifies partnerships with other agencies, academia, and industry. The FAA utilizes industry/academia partnerships and their state-of-the-art research

The FAA's R&D portfolio is guided by national goals, research priorities, and strategic plans that inform the NARP. Focus areas include new entrants such as drones, and supersonic flight; cybersecurity; resiliency, and more.

laboratories to conduct leading-edge research to meet mission-critical program objectives. Both the William J. Hughes Technical Center in Atlantic City, NJ and the Civil Aerospace Medical Institute at the Mike Monroney Aeronautical Center in Oklahoma City, OK are home to world–renowned scientists and host the largest percentage of FAA's STEM workforce.

William J. Hughes Technical Center (WJHTC)

The WJHTC serves as the FAA's laboratory and scientific test base for research, development, test and evaluation. It develops, manages and operates over 500,000 square feet of aviation laboratories. This national asset underpins all air traffic control system modernization programs and serves as the proving ground for new aviation safety programs and capabilities. The WJHTC's research, engineering, development, test, and evaluation capabilities remain essential to the continued advancement of technologies that improve aviation safety and mitigate impacts on the environment.

Civil Aerospace Medical Institute (CAMI)

CAMI is the medical certification, research, education, and occupational health wing of the FAA's Office of Aerospace Medicine. It focuses on the human element in flight – i.e., pilots, flight attendants, passengers, air traffic controllers, and the entire human support system that embraces civil aviation. CAMI has more than a dozen complex labs and large-scale, computerized health system and performance databases. CAMI

researchers study the factors influencing human performance in the aerospace environment, find ways to understand them, and communicate that understanding to the aerospace community.

The FAA also collaborates with other U.S. Government agencies leading aerospace R&D programs to leverage resources and expertise in advancing aviation safety.

NASA

NASA Aeronautics Research Mission Directorate

Aviation safety research is conducted at NASA within the Airspace Operations and Safety Program. NASA acts as an independent research institution and coordinates with the FAA and other government and industry stakeholders to provide evidence and recommendations for safety policy and safety promotion. NASA's subject matter expertise includes risk analysis, computational modeling, flight testing, and human-machine interaction. NASA is also home to the Aviation Safety Reporting System (ASRS), which is administered through an agreement with the FAA and as part of FAA's Aviation Safety Reporting Program. ASRS is used as both a vital source of data about current and trending aviation safety and as a repository for aviation safety research.

The programs and initiatives described here, along with others included in the U.S. SSP document, also contribute to civil aviation operational safety priorities in the U.S. National Airspace System.

U.S. Coast Guard

The United States prevention of civil aviation fatalities extends to the safety of crew and passengers even after an accident.

National Search and Rescue Committee and United States Search and Rescue Publications

The United States considers its search and rescue activities (SAR) as part of the safety of aviation crew and passengers, specifically for those involved in aviation accidents and incidents. The U.S. Coast Guard's primary goal is to prevent loss of life in every situation within its SAR mission. Successfully meeting the SAR mission for aviation accidents requires active management and coordination of national and international stakeholders. The United States established the National Search and Rescue Committee (formerly the Inter-Agency Committee on Search and Rescue) that oversees the National Search and Rescue Plan (and more detailed U.S. National Search and Rescue Supplement) comprised of various USG Departments and Agencies.

OPERATIONAL SAFETY PRIORITIES

The U.S. SSP document describes how the United States collects aviation safety data from numerous sources and develops and processes information from aggregated data sources and highlights examples of U.S. risk-based oversight systems for targeting areas of greater concern or need.[3] Aviation voluntary reporting programs and public-private partnerships contribute significantly to civil aviation operational safety in the U.S. National Airspace System by supporting the data- driven identification of safety risks and corresponding safety enhancements. The work done through these partnerships, which are committed to enhancing safety and reducing fatality risk in various aviation sectors, drives safety improvements including, but not limited to, actions such as: rulemaking; policy development; targeted safety oversight activities; safety data analysis; and safety promotion. The collaboration between government and industry, at all levels, has been instrumental in the success the United States has achieved in the improvement of aviation safety. Continued success in advancing aviation safety depends on these strong safety partnerships built on trust and the ability to share and protect voluntarily provided safety information.

The FAA continues to work with private and public stakeholders to establish and implement safety management systems to address and reduce risk within their operations and the National Airspace System, and to encourage voluntary investments in safety enhancements that reduce the fatality risk.

FAA OPERATIONAL SAFETY INITIATIVES

The FAA continually monitors the U.S. National Airspace System through surveillance, inspection, review, investigation, and analysis to look for conditions that affect the safety of operations, equipment/ systems, airplanes, and people. The following operational safety initiatives contribute to improving or maintaining current safety levels by providing information, guidance, and resources to aviation personnel and the traveling public:

> The U.S. SSP document describes how the United States collects aviation safety data and develops and processes information for targeting aviation safety areas of greater concern or need.

- **Aviation Voluntary Reporting Programs**
  - **Airports Voluntary Reporting System (AVRS) under the FAA Airports (ARP) Safety Management System**
    AVRS enables FAA employees in the Office of Airports to report hazards, safety-related issues, concerns, and incidents through a process in which they can provide recommended solutions and ideas for mitigation or improvement..
  - **Air Traffic Safety Action Program (ATSAP), ATSAP-X, SAFER – Federal Contract Towers (FCT), and Technical Operations Safety Action Program (T-SAP)**
    These programs foster a voluntary, cooperative, non-punitive environment for FAA air traffic employees (ATSAP), FAA engineers, architects, flight procedures team, and others (ATSAP-X), FAA Contract Air Traffic Controllers (SAFER-FCT), and FAA technicians (T-SAP) to openly report safety concerns.
  - **Aviation Safety Action Program (ASAP)**
    The ASAP encourages air carrier and repair station employees to voluntarily report safety information that may be critical to identifying potential precursors to accidents.
  - **Aviation Safety Reporting System (ASRS)**
    NASA manages and maintains the ASRS under an agreement with FAA's Aviation Safety Reporting Program. ASRS is an important facet of the continuing effort by government, industry, and individuals to maintain and improve aviation safety. The ASRS collects voluntarily submitted aviation safety incident/situation reports from pilots, controllers, and others. ASRS uses the information it receives to promote aviation safety through research, reporting and alerting.
  - **FAA Aviation Safety organization Voluntary Safety Reporting Program (VSRP)**
    The VSRP provides those who work in the FAA's Aviation Safety organization the ability to report confidentially any safety concerns without fear of punitive action. The FAA's Aviation Safety workforce is composed of about 7,700 professionals who provide oversight of airlines, manufacturers, maintenance providers, aviation medical examiners and flight crews.

[3] The United States has established procedures to develop and process information from aggregated data sources, which are used within the U.S. safety system to monitor trends in aviation safety and identify any safety issues and address them in the most appropriate ways. https://www.faa.gov/sites/faa.gov/files/about/initiatives/sms/reference_library/AVS-210503-001-Supporting-US_State_Safety_Program.pdf

FAA operational safety initiatives contribute to improving or maintaining current safety levels by providing information, guidance, and resources to aviation personnel and the traveling public (continued from pg. 13):

- **Runway Safety**
  - **FAA Runway Incursion Mitigation Program and Runway Safety Statistics**
  - **Runway Excursions**
  - **FAA Takeoff and Landing Performance Assessment**
- **Aircraft Cargo Safety and Air Carrier Cargo Safety**
- **Illegal Charters**
- **Cabin Safety**
- **UAS Data Exchange (LAANC) and B4UFLY App**
- **Notices to Airmen Modernization**
- **Boeing 737 MAX Reading Room**

Operational safety initiatives are continually evolving in response to safety needs, priorities, and opportunities, and the FAA regularly releases new information and resources.

ADDITIONAL U.S. GOVERNMENT OPERATIONAL SAFETY INITIATIVES

- Safety recommendations are one of the most important products from NTSB investigations and are addressed to the organization best able to address the safety issue(s). Broader safety issues are frequently examined through initiatives such as NTSB special investigations and special studies, both of which typically also result in the issuance of safety recommendations. NTSB also generates safety alerts to bring attention to specific issues and provide practical suggestions as necessary.
- NASA leads an effort to evolve SMS for increasingly autonomous aviation operations. This new concept is called an In-Time Aviation Safety Management System (IASMS). This IASMS development is coordinated within NASA's System-Wide Safety project.
- The National Oceanic and Atmospheric Administration National Weather Service (NWS) is transforming its operations to help America respond to impactful and extreme water, weather, and climate events by becoming a Weather-Ready Nation. Offices provide forecast information in a way that better supports emergency managers, first responders, government officials, businesses and the public – including aviation stakeholders – to make fast, smart decisions to save lives and property and enhance livelihoods. NWS supports the FAA on-site, providing up-to-date weather forecasts and impact-based decision support services to support our aviation industry.

DATA, STATISTICS, AND REPORTS

Regularly updated information about aviation accidents and incidents and other reported events that occurred in the United States and that involved aircraft registered in the United States engaged in commercial air transport and aircraft involved in general aviation, is available from the following resources:

- **FAA Accident & Incident Data**
- **Aviation Safety Information Analysis and Sharing (ASIAS) System Preliminary Accident and Incident Reports**

The FAA also reports this information annually against established performance targets, as described in Monitoring implementation.

- **NTSB Data & Stats**
  - Aviation Accidents
  - Annual Review of Aircraft Accident Data
  - Accident Docket Search
  - Aviation Accident Reports
  - Safety Research Reports

OTHER SAFETY PRIORITIES

In addition to focusing on continually reducing the fatality risk, the United States identifies and pursues other safety priorities important to providing the safest and most efficient aerospace system in the world now and in the future. These are given priority in the NASP since they are aimed at enhancing and strengthening U.S. safety oversight capabilities and the management of aviation safety in the U.S. National Airspace System and may encompass organizational improvements, emerging issues, and other areas of interest. The following resources provide information about additional U.S. aviation safety priorities:

DOT AND FAA PRIORITIES

The Strategic Plans described in A strategic approach to managing aviation safety outline strategic safety priorities and key activities for the DOT and FAA. Additional resources include:

- **DOT Safety Programs and Projects**
- **FAA Advisory and Rulemaking Committees and Topics**
- **NARP**

The NARP provides an overview of the FAA's research and development plans over the next five years, highlighting near-, mid- and far-term research.

- **FAA Air Transportation Centers of Excellence**

Safety promotion

Safety promotion programs such as the following are important mechanisms to actively communicate safety information:

- **FAA Safety Team**
    - DronePro Program
- **FAA Safety Briefing**
- **Hazardous Materials Safety**
- **Laser Safety**

Integration

The FAA works to enable the safe integration of airspace users into the U.S. National Airspace System through activities and capabilities such as:

- **FAA UAS Programs, Partnerships, and Opportunities**
- **FAA Commercial Space Transportation Space Data Integrator**

> The United States identifies and pursues other safety priorities important to providing the safest and most efficient aerospace system in the world now and in the future.

MONITORING IMPLEMENTATION

A fundamental element of any system that seeks continuous improvement is monitoring the implemented steps that produce the intended results: safety, quality, efficiency, etc. Monitoring implementation creates a feedback loop through which concerns or deficiencies are identified via the collection of objective evidence, then assessed for their potential impact on system function, and mitigated through corrective actions.[4] This high- level concept is reflected within national laws, ICAO activities, and ICAO programs.

The United States continuously monitors the performance of the U.S. National Airspace System. Annual performance planning and reporting ensures monitoring and accountability against established metrics and targets. U.S. Government departments and agencies document their annual planning, monitoring, and reporting in publicly available business plans, and performance and achievement reports. Figure 7 presents a typical annual planning, monitoring, and reporting cycle.

Annual plans and reports encompass a variety of aviation safety goals, priorities, enhancements, and initiatives and provide relevant up-to-date information on progress made. Progress toward meeting annual goals and targets is also documented.

DOT AND FAA

- **DOT Budget and Performance Documents**
- **FAA Plans and Reports**
  - **Portfolio of Goals, FAA Business Plans, FAA Performance and Accountability Reports, and UAS Accomplishment Reports**

These annual plans and reports, which are updated regularly, include the work planned and accomplished toward the implementation of the DOT and FAA Plans discussed in a strategic approach to managing safety.

> **The United States continuously monitors the performance of the U.S. National Airspace System.**

NTSB

- **NTSB Strategic Plans and Reports**

The NTSB's annual strategic performance plan outlines its strategies to achieve agency priorities, promote organizational change, and improve agency performance. It outlines and links to goals and objectives for the fiscal year through the use of performance metrics and targets. The strategic performance report provides a summary of progress and accomplishments toward meeting annual goals and objectives. It relies on routine collection and analysis of performance metric data to ensure performance outcomes and decisions are actively managed.

Figure 7: Sample annual planning and reporting cycle

[4] U.S. Government agencies are also subject to independent audits and investigations by other U.S. Government organizations, such as the Government Accountability Office.

CONTACTS

Stay connected by engaging with the FAA on social media platforms and browsing the agency Newsroom

Any questions regarding the U.S. NASP and its content may be addressed to the following:

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Federal Aviation Administration

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