



Federal Aviation
Administration



FEDERAL AVIATION ADMINISTRATION
INTERNATIONAL STRATEGY ANNUAL

PROGRESS REVIEW

FY22

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Message from the Administrator

I hope this message finds everyone safe and healthy as we highlight the many significant international accomplishments from the past year in this FAA International Strategy Annual Progress Review.

To foster increased global engagement, we constantly look for ways to improve internal FAA collaboration and deliver meaningful, relevant outreach to our global stakeholders. For this reason, we focus on Global Leadership as one of the strategic pillars for the agency. The strategic pillars identify global priorities and are driven by data-informed decision-making that guides international initiatives.

Key accomplishments outlined in this FY22 Progress Review are aligned to each of the five FAA International Strategy Objectives:

FAA International Strategy – 5 Strategic Objectives	
1	Higher Levels of Safety and Security Globally
2	Seamless and Efficient Operations Across the International Aviation System
3	Innovative Technologies and Capabilities Deployed Globally
4	Streamlined International Regulatory Environment to Optimize Delivery of U.S. Products and Services
5	Enhanced Internal Collaboration in Support of Effective International Engagement

The FAA is a global leader in aviation safety and security, system efficiency, aerodrome capacity, and environmental sustainability. I take extreme pride in our workforce that executes the mission with passion and in knowing that every day, we are making a difference. If we continue providing leadership through transparency and respectfulness, and communicate our ideas—and successes—in all areas of aviation, other nations will continue to follow our lead. I have the utmost confidence that you, the members of our international team, will continue this success.

FY22 Key Accomplishments

Strategic Objective 1: Higher Levels of Safety and Security Globally

Advancing commercial aviation safety and security is a complex, multi-faceted, and continually evolving challenge with an array of essential stakeholders required to achieve success. To ensure the most efficient use of resources, the FAA systematically identifies and addresses international priorities to address safety challenges of today and those on the horizon. Under this strategic objective, the FAA focuses on the people involved in aviation safety, FAA's core mission as a safety champion and regulator, promoting State safety programs and regulatory requirements for airworthiness, air navigation, and aerodrome operations, and advancing safety and security in critical technical areas. While numerous activities were worked throughout the year, the following significant accomplishments are notable, and serve as a testament to FAA's global impact.

- **FAA Leadership at the 41st International Civil Aviation Organization (ICAO) Assembly:** At the triennial 41st ICAO Assembly, the FAA was reelected to Part 1 of the ICAO Council as a state of "chief importance in air transport" with 152 out of 170 votes (second most votes of the ten re-elected Council members). ICAO adopted a "package" of climate resolutions that were developed through multilateral discussions led, in part by the United States. The FAA also noted the significant progress made on safety and security, including the adoption of ICAO's Global Air Navigation Plan and Global Aviation Safety Plan (GASP), as well as other initiatives aimed at strengthening the Organization's standards setting processes that will better position ICAO to address innovation and accommodate new entrants into the global air transportation system. In total, the U.S. submitted seven working papers (WP) adopted by the Assembly (WP/432; WP/428; WP/325; WP/60; WP/237; WP/245; WP/255) that addressed these important environmental, operational, and safety issues. This includes a working paper that requested the establishment of an Advanced Air Mobility (AAM) Advisory Group to coordinate and integrate AAM-related work activities across multiple ICAO panels. All these accomplishments once more demonstrate that the FAA is recognized internationally for its commitment to safety, progress and innovation, and leadership efforts.
- **Climate Change and Sustainability:** In November, 2021, Secretary of Transportation Pete Buttigieg announced the release of the U.S. Aviation Climate Action Plan at the United Nations Climate Change Conference in Glasgow, Scotland. The Climate Action Plan was developed and published by FAA, with input from across the U.S. Government, and describes a whole-of-government approach to put the sector on a path toward achieving net-zero emissions by 2050. FAA also actively contributed to the development of the Sustainable Aviation Fuel (SAF) Grand Challenge Roadmap, which was published in September, 2022 and describes how the U.S. Department of Energy, U.S. Department of Transportation, U.S. Department of Agriculture, and other federal agencies will work together to implement a comprehensive strategy for scaling up new technologies to produce SAF on a commercial scale. The release of the SAF Grand Challenge Roadmap

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helped the United States demonstrate meaningful commitment to SAF commercialization and the role it will play in helping the United States and other ICAO Members decarbonize the sector. Together, these initiatives – and others – demonstrated that the United States position to increase the climate change ambition at the 41st ICAO Assembly were credible and substantive. The climate “package” agreed to at the Assembly included two key components that the United States actively helped achieve. The first resolution adopted a long-term global aspirational goal (LTAG) proposal for international aviation of net-zero carbon emissions by 2050 in line with the United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement’s temperature goal. This is a historic agreement that reinforces the leadership of ICAO on international aviation and climate change. Additionally, the second resolution included adjustments of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), where states agreed on a new CORSIA baseline from 2024 onwards, defined as 85% of 2019 CO₂ emissions, and on a revised distribution of emissions growth from 2030 onwards.

- **ICAO High-level Conference on COVID-19:** The FAA demonstrated global leadership during the ICAO High-level Conference on COVID-19 (HLCC) in October 2021. This was the first-ever ICAO event of this type and scale to take place virtually. With the theme, “One Vision for Aviation Recovery, Resilience and Sustainability beyond a Global Pandemic,” conference objectives included a focus on the safe recovery of aviation from the pandemic, and on building a global foundation to strengthen resilience for the future. Member States and stakeholders reflected on their experiences during the pandemic, offered lessons learned, and proposed technical priorities for future advancement. The United States presented and co-sponsored over a dozen WPs for the conference. The HLCC was an important opportunity to promote FAA and U.S. policies, priorities, and programs related to safety, security, and pandemic response, and to hear from others in the international aviation community about their priorities and concerns before the 41st ICAO Assembly in 2022. Through the HLCC, the FAA shared experiences with innovative new approaches and advancement on existing initiatives of interest.
- **South America Aerodrome Support:** The FAA provided subject matter experts on aerodrome design to Argentine technical teams, and provided technical responses to aerodrome design questions. In addition, FAA airport certification safety inspectors completed an effort led by the ICAO South America Office with the Panamanian Civil Aviation Authority (CAA), in its role as a regulator, to certify aerodromes in Panama in July 2022. These aerodrome assessments support future certification by the Panamanian authorities.
- **Asia-Pacific Economic Cooperation Transportation Working Group (APEC TPTWG):** The United States renewed its leadership role in the APEC TPTWG Aviation Expert Group (AEG) as the Deputy Chair after the U.S. term as the AEG chair concluded in May 2022. The AEG is one of the groups that reports to the TPTWG, which is now chaired by China. The FAA provided extensive input to the 2022 “Comparison of International Frameworks Measuring Remotely Piloted Aircraft Noise” AEG project led

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by Australia. This comparison was successfully concluded and will provide a foundation for activities that support the 2023 AEG Main Policy Theme of “Unmanned Aerial Systems: Flightpath to the Future,” led by Thailand and supported by the United States.

- **ICAO Council Aviation Recovery Task Force (CART):** The Federal Air Surgeon continued to be active in follow-on activities to CART, including work of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and the March 2022 CAPSCA virtual symposium, in which the Deputy Associate Administrator for Aviation Safety participated. In addition, the Federal Air Surgeon promoted FAA global leadership in aerospace medicine by speaking on FAA Pilot Mental Health Initiatives during the Latin American and Caribbean Air Transport Association Pan American Aviation Safety Summit.
- **GASP and National Aviation Safety Plan (NASP):** The FAA provided expertise and leadership to the GASP Study Group’s (SG) work throughout the year. The SG drafted the 2023-2025 edition of the GASP that was successfully finalized by the ICAO Secretary General and endorsed by the 41st ICAO Assembly. Additionally, the FAA spearheaded the U.S. achievement of a key GASP target by publishing the first U.S. NASP in September 2022. The U.S. NASP showcases the strategies and priorities that contribute to the U.S. Government/FAA national and global efforts to improve aviation safety. The U.S. NASP is a streamlined resource for aviation stakeholders and the public that integrates information about U.S. aviation safety management strategic goals, programs, and activities. It also describes the relationships among important civil aviation-related U.S. plans and initiatives. The NASP complements the U.S. State Safety Program (SSP) in helping the FAA and U.S. Government partners to fulfill the goals and targets outlined in the ICAO GASP. The FAA is committed to reviewing the NASP periodically to ensure it reflects evolving aviation safety standards and practices and remains relevant to the U.S. National Airspace System. The U.S. NASP is available www.faa.gov/usnasp.
- **Cybersecurity:** The FAA finalized a new International Cybersecurity Strategy in September 2022, which focuses on collaborating with strategic partners to help identify and reduce civil aviation and commercial space cybersecurity risks and engaging in global standards making bodies/discussions.

In addition, the FAA hosted cybersecurity familiarization sessions with CAA partners in the Western Hemisphere and Air Navigation Service Providers (ANSPs) from Africa to Europe. The FAA also supported the initiation of ICAO’s Cybersecurity Panel with a representative from the FAA serving as the U.S. Panel Member.

- **Safer Skies Consultative Committee:** The FAA continues to partner with Transport Canada Civil Aviation in the Canadian-chaired Safer Skies Consultative Committee’s (SSCC) efforts. This promotes information sharing and supports the development of risk mitigation best practices to raise the international baseline for safeguarding civil aviation operations in and near conflict zones. The FAA also co-led an effort to improve information sharing on emerging risks, which involves identifying a communication platform to share information prior to and during emerging risks. The FAA and

International Air Transport Association (IATA), which serves as the SSCC Secretariat, are working to establish communication mechanisms and protocols to support rapid information sharing to safeguard civil aviation.

- **Overseas Conflicts:** Throughout FY22, the FAA responded to multiple overseas conflicts. The FAA played a critical role in collaborating with foreign CAAs and ANSPs to share information and facilitate the issuance of airspace advisories or prohibitions to safeguard civil aviation operating in the affected areas. The FAA proactively engages with global counterparts and airlines to raise awareness of developing threats and to minimize risks. The Russia-Ukrainian conflict was a primary focus in FY22. The FAA continues to maintain prohibitions for the entirety of Ukraine, Belarus, and the portions of Russia within 160 nautical miles of the Russia-Ukraine border. In addition, the FAA restricted Russian operators from using U.S. airspace.
- **Central American Partnership Training and Assistance:** In FY22, the Central America Partnership (CAP) program funded ten virtual and in-person FAA Academy training offerings for aviation personnel from CAAs and airport authorities in Central America. Additionally, the FAA funded eight training courses at the Central American Institute for Aeronautical Training in El Salvador, and six virtual ICAO Global Aviation Training (GAT) courses. Over 200 personnel were trained in the topics of air traffic control, safety management systems, accident investigation, aerodrome safety, and aviation management. Lastly, the FAA partnered with ICAO NACC Regional Office and Airports Council International Latin America (ACI-LAC) on a series of technical assistance projects to establish runway safety teams in Central America; assist in drafting NASPs; support the ICAO NACC Accident and Incident Investigation Turnkey Project; and conduct three Airport Safety in Excellence (APEX) programs. Nearly \$1.4M was spent in the final year of the CAP program to support continued aviation improvement in Central America and Panama.

Strategic Objective 2: Seamless and Efficient Operations Across the International Aviation System

The FAA operates the largest, most complex airspace system in the world, and manages two-thirds of the world's delegated airspace. Moreover, the FAA leads the world in airspace safety and efficiency. Yet in many areas of the world, U.S. operators and equipment manufacturers encounter operational inefficiencies or different standards that increase cost and complexity. The FAA is in a unique position to lead safety and efficiency improvements globally through ICAO, the Civil Air Navigation Services Organization (CANSO), and other international organizations, with airspace neighbors and in areas where U.S. stakeholders encounter obstacles to safe and efficient operations. Under this strategic objective, the FAA focuses on ensuring seamless and efficient air traffic operations across international airspace boundaries, standardizing air navigation technologies and procedures across these same boundaries, and promoting safe aerodrome operations globally where U.S. interests are strongest. The following are a few of the high-level accomplishments achieved in FY22.

- **South Atlantic Region Airspace Safety:** In October 2021, the ICAO South Atlantic Region (including countries from Africa, Europe, South America and the Caribbean) approved a proposal to better align with the North Atlantic and Europe. As a result, the region has experienced significant improvement in airspace safety. The FAA has championed best practices in the region, including Strategic Lateral Offset Procedures (SLOP) that has led to an 82% increase in ANSPs that implemented and utilize SLOP. These efforts gained the attention of the ICAO Secretary General, who stated that he would export this model of success to other areas of the globe.
- **International Operational Collaboration:** The FAA achieved success in the following areas: 1) Establishment of a Pacific Military Operations Review (PMOR) quarterly meeting with the Department of Defense to discuss upcoming U.S. military operations in the Pacific and ensure proper international coordination with foreign ANSPs; 2) Loan of traffic flow management system (TFMS) remote site equipment to Mexico; 3) Prioritization of 43 work items for the oceanic domain with stakeholders, confirming roles and responsibilities for safety monitoring requirements over the oceans; 4) Collaboration with Japan on the redesign of the North Pacific Route system; and 5) Partnership with the Turks and Caicos Islands (TCI) Airport Authority for the establishment of an FAA-owned remote communications air to ground (RCAG) radio site in Providenciales, and continued work with TCI to improve air-to-ground radio coverage for Miami Air Route Traffic Control Center.

Strategic Objective 3: Innovative Technologies and Capabilities Deployed Globally

Since the birth of aviation, the FAA has led the world in advancing aeronautical innovation and cutting-edge technologies to make flying safer, more efficient, and more secure. The FAA has done this by working with industry, academia, and international counterparts to understand future challenges, research and develop innovative solutions, and introduce capabilities to advance the aerospace industry. Under this strategic objective, the FAA is advancing the work with international counterparts from the earliest stages of research and development, testing and evaluation, through the development of international standards for global implementation to enable a more resilient global aerospace system. The following accomplishments are noted for their global impact.

- **Implementation of several activities under the National Aviation Authority (NAA) Network with the UK, Canada, New Zealand, and Australia:** The FAA and the NAA Network Governance Group worked on 41st ICAO Assembly priorities and discussed Members' SAF goals and strategies. The UK Secretary of State for Transport publicly announced the establishment of the NAA Network. The FAA also participated on aviation recovery and innovation working groups as well as senior-level exchanges to promote and advance FAA positions and policies.
- **FAA Advanced Aviation Integration Global Webinar Series:** In FY22, the FAA successfully held two virtual global webinar series for global CAAs and ANSPs: -- "UAS

Security in an Airport Environment,” and “Advanced Air Mobility (AAM)/Urban Air Mobility (UAM).” These webinars are successful Agency examples of implementing an enterprise approach to streamlined integrated outreach, message amplification, and information sharing with a global audience.

Strategic Objective 4: Streamlined International Regulatory Environment to Optimize Delivery of U.S. Products and Services

Many distinct regulatory approaches throughout the world result in similar levels of aviation safety. However, divergent standards (even if they result in similar safety levels) can unnecessarily burden aviation stakeholders, and sometimes divert resources that could be allocated to improving safety. A proliferation of regulatory approaches creates difficulties for aviation regulators in ensuring stakeholders meet a safe standard. FAA standards and regulations are widely recognized as the global standard in many ways.

Under this strategic objective, the FAA is working to lead the harmonization and acceptance of standards globally, within ICAO, and between key States, regional organizations, industry standard-setting bodies, and associations. The FAA is striving to help maintain or even increase safety and efficiency while reducing costs associated with meeting divergent standards, as well as reciprocally accepting findings of compliance through international agreements to further reduce the regulatory burden on stakeholders and costs to the flying public. The FAA is also responsible for coordinating with U.S. Government partners to set and advance U.S. positions and initiatives that reflect the Biden-Harris Administration’s climate goal to achieve net-zero greenhouse gas emissions economy-wide by 2050. While many activities were worked throughout the year, the following high-level accomplishments are noted for visibility.

- **Safety Management International Collaboration Group (SM ICG):** The SM ICG, jointly founded by the FAA, European Union Aviation Safety Agency (EASA), and Transport Canada Civil Aviation, facilitates collaboration by aviation regulators to promote a common understanding of safety management systems (SMS) and state safety program principles. In FY22, the SM ICG finalized two new products: Performance Based/Risk Based Oversight and guidance on Safety Oversight Following Implementation of SMS and a revision to the Safety Management Terminology document that aligns with Amendment 1 to ICAO’s Annex 19 – Safety Management. The SM ICG continued its work to develop guidance material in the areas of the Safety Manager’s Role in SMS; SMS Factsheet for Design, Manufacturing, and Production Organizations; Safety Oversight Following Implementation of SMS document; Change Management at the State Level; State Safety Program and SMS Interfaces; and Evaluating Inspector SMS Competency.
- **FAA / UK CAA Simulator Implementation Procedures:** The FAA and UK CAA signed Revision 2 to the Simulator Implementation Procedures (SIP) under the U.S.-UK Bilateral Aviation Safety Agreement (BASA) in January 2022. The SIP, which outlines the terms and conditions under which the FAA and the UK CAA can accept each other's

evaluations of Full Flight Simulators for findings of compliance with FAA and UK CAA Simulator Standards, reduces redundant regulatory oversight without adversely affecting aviation safety. Revision 2 to the SIP includes changes to the Special Conditions (Appendix 1) resulting from updates to the authorities' regulations.

- **FAA / EASA Safety Conference:** In June 2022, after a three-year gap due to the COVID-19 pandemic, the FAA hosted the FAA-EASA International Aviation Safety Conference in the District of Columbia. Attended by over 400 participants representing 30 countries, the three-day conference highlighted the global commitment to aviation safety, with collaboration being the central focus of the discussions. This annual event continues to be an opportunity to both demonstrate and highlight FAA leadership by providing a venue to reconnect with international colleagues, share experiences and challenges confronting the aviation community, and consider topics such as innovation, resiliency, data collection and analysis, collaboration, and the safe introduction of new technology and new entrants.

Strategic Objective 5: Enhanced Internal Collaboration in Support of Effective International Engagement

The agency's mission is steadfast: to provide the safest, most efficient aerospace system in the world, and to encourage global aerospace excellence. The FAA embraces a long-term vision to create the safest, most efficient, sustainable, and dynamic global aerospace system through FAA leadership and collaboration with the worldwide community. Under this strategic objective, the FAA is focusing on Global Leadership as one of the FAA strategic pillars, and taking an objective look at what the FAA should be doing and why on the global front. This includes efforts to outline an updated governance structure for more senior leadership involvement, and thus buy-in, to prioritize global engagements and activities. It also includes updated processes for agreeing on value-added data sets and a commitment to use this data at an enterprise level. Additionally, it puts renewed emphasis on better coordinating FAA global training and outreach efforts to best support U.S. interests and enact improvements in safety and efficiency across the globe. The following accomplishments demonstrate FAA's global impact in support of strengthened international engagement.

- **Establishment and Implementation of the International Governance Board (IGB):** In March 2022, FAA leadership approved a new governance structure for coordinating and prioritizing FAA international engagement through the establishment of the IGB. The IGB brings together senior leaders from around the FAA to discuss and make decisions on FAA global leadership priorities. The new governance structure also involves and, as appropriate, elevates decisions to the FAA Management Board.
- **International Community of Interest (ICOI):** As part of the FAA's overarching effort to use data more effectively, FAA offices with international activities came together to form the ICOI under the FAA Enterprise Information Management framework. The ICOI delivered its Data Overview for International Engagement to the IGB on April 12, 2022 to assist leadership in prioritizing FAA international activities in FY23. The ICOI was

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formally established and the ICOI Charter was signed shortly thereafter on April 20, 2022. The ICOI continues to identify, obtain, and analyze data in an annual cycle to support data-informed decisions related to the FAA's international activities.

- **Increased FAA Footprint in UK and Mexico:** The American public and industry have the highest expectation of a safe and seamless global aviation system. This prevailing mission guides the FAA's international engagement to improve global safety standards and enhance aviation safety and air traffic efficiency. Further, with the U.S. economy and the nation's international technological competitiveness relying on increased global air transportation and interconnectedness, FAA is more committed than ever to strengthening and maintaining its global leadership by aligning its strategic priorities and current world developments.

In alignment with this context and the FAA's International Strategy, this year the Agency created two additional permanent offices in key States to bolster FAA's presence, influence and effectiveness in countries and regions of strategic importance to the FAA and the Administration. In FY22, the FAA opened a new Senior Representative Office in the UK (London) and in early FY23, opened one in Mexico (Mexico City), both to advance U.S. aviation partnerships, safety and air traffic interests, and interactions on emerging technologies and commercial space transportation. Additionally, the FAA deployed a secondee to the UK and drafted an agreement with the UK CAA on commercial space transportation activities.

- **FAA Expertise in Support of ICAO:** Throughout FY22, the FAA continued to support ICAO with U.S. aviation leadership through five secondments (or details) of FAA aviation experts. On-site secondees at ICAO Headquarters supported the areas of Remotely Piloted Aircraft Systems Safety Oversight, and Quality Management & Audits. Two additional secondees for FY23 were vetted in the areas of Safety Management Systems and Technical Cooperation.

The FAA deployed an aerodrome expert to support ICAO's Universal Safety Oversight Audit Program (USOAP) audits in Argentina and Colombia, providing valuable on-site assistance for ICAO audit activities that assessed the effectiveness and consistency of their safety oversight system. The FAA also placed an Air Traffic Flow Management expert at the ICAO Mexico City regional office in Mexico City to spearhead an airspace optimization initiative. This effort is enabling new preferred routes for operators between North and South America, and contributing to greater air traffic efficiency and environmental benefits.

- **Development of an Aerodrome Certification and Safety Inspection Course:** In FY22, the FAA completed the development of an aerodrome inspection course to share the FAA's expertise and techniques in the area of aerodrome inspections. The course will be conducted by FAA subject matter experts to benefit audiences comprised of international CAAs and Aerodrome Operators. The focus of the course is to provide information and training on essential skills for aerodrome inspections and their application. Ultimately, the goal is to enhance aerodrome safety through inspections and

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to further facilitate the aerodrome certification process. In FY23, this course will be shared with ICAO to reach more international audiences that can reap the benefits from this course.

- **Development of Commercial Space Web-based Training:** In FY22, the FAA began the conversion of webinars into formal web-based training that will be made available in FY23 to global stakeholders. These web-based training courses will assist international CAAs to understand their responsibilities during space launch and re-entry operations, an area identified as a top priority for 2 regions during the needs analysis conducted by the FAA under the Global Outreach and Training Initiative described below.
- **Global Outreach and Training Initiative:** In FY22, the FAA continued agency-wide collaboration with a cross-functional team that brought all Lines of Business together to address global outreach and training issues and collaborate on FAA-wide international program improvements that could be sustained into the 21st century. The FAA conducted a global needs analysis to determine which technical areas were needed the most by global stakeholders and identified solutions to fill those needs. Additionally, the FAA developed an overarching strategy document to identify FAA-wide international training processes that once developed, would provide a consistent, enterprise approach to international training activities. Specific FAA-wide processes were developed for Export Control and International Intake Requests and collaboration on an agency Pricing Strategy began. International program outreach was assessed resulting in the development of a public facing International Website, outreach & training catalog, international brochure and an internal agency-wide collaboration site.

Work on this initiative will continue into FY23 as the FAA finalizes additional FAA-wide processes, creates development and delivery guidance, develops metrics, and collects data to assess the success of program improvements. This initiative has helped the FAA to modernize outreach activities and training offerings to meet international stakeholder needs and reflect Agency priorities. Not only has this produced external benefits, but this initiative has enabled the FAA to think corporately when it comes to finding solutions to global outreach and training challenges.