Federal
Aviation
Administration

FY2023
Portfolio of Goals

Federal Aviation
Administration

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Background

An accurate and detailed explanation of how a goal is measured, and what success entails, is an important component for any performance management program. Accordingly, the FAA's Portfolio of Goals (PoG) provides key technical information on how progress is measured for the agency's most critical and highest profile goals. The agency's PoG is comprised of profiles based on the agency's approved corporate goals for the year such as the Organizational Success Increases/Measures (OSI/M), Corporate Short-Term Incentives (CSTI), and DOT strategic goals (for example, Annual Performance Plan (APP) goals, S2 Performance Management Review goals, and Agency Priority Goals). The information for each goal's profile is updated annually, and as new goals are developed, their profiles are added to the agency's "portfolio" or "Portfolio of Goals" as the title of this document indicates.

The PoG supports FAA's internal verification review, Performance and Accountability Report, the Data Completeness and Reliability section of DOT's budget submission, and other agency and departmental performance documents.

Safety Pillar Profiles

Performance Measure Information	
Performance Measure:	**Adopt and Implement a Target Level of Safety (TLS) for Drone Operations**
Performance Goal:	***This goal is still under development. AVS will update template when data becomes available.***
FY23 Performance Target(s):	
Performance Narrative:	
Lead Organization:	Aviation Safety (AVS)
Definition of Metric	
Metric Unit:	
Computation:	
Formula:	
Scope:	
Method of Setting Target(s):	
Historical Data:	
Data Completeness and Reliability	
Source(s):	
Statistical Issues:	
Completeness:	
Reliability:	

Verification & Validation:	
Additional Information on Metric	
Public Benefit:	
Partners:	

Performance Measure Information	
Performance Measure:	**Commercial Air Carrier Fatality Rate**
Performance Goal:	Reduce the commercial air carrier fatalities per 100 million persons on board U.S. carriers by 50% over 18-year period of FY 2008-2025.
FY23 Performance Target(s):	4.9 fatalities per 100 million persons on board
Performance Narrative:	The FAA will continue its efforts to work with stakeholders to address and reduce risk within their operations and the National Airspace System and encourage voluntarily investing in safety enhancements that reduce the fatality risk.
Lead Organization:	Office of Accident Investigation and Prevention (AVP)
Definition of Metric	
Metric Unit:	Number of fatalities per 100 million persons on board
Computation:	The Commercial Air Carrier Fatality Rate equates to the number of fatalities (including ramp accidents and other fatalities as a result of the accident) per 100,000,000 Persons on Board.
Formula:	Number of Fatalities (including ramp accidents and other fatalities as are a result of the accident) Per 100,000,000 Persons on Board
Scope:	This metric includes both scheduled and non-scheduled flights of U.S. passenger and cargo air carriers (14 CFR Part 121) and scheduled passenger flights of commuter operators (14 CFR Part 135). It excludes on-demand (i.e. airtaxi) service and general aviation Accidents involving passengers, crew, ground personnel, and the uninvolved public are all included.
Method of Setting Target(s):	The annual targets were calculated to reflect a linear reduction based on the long-term strategic target to reduce fatalities per 100 million persons on board to 4.4 fatalities per 100 million persons on board by the year 2025. The baseline of 8.9 fatalities per 100 million persons on board was established during the 1997-2006 timeframe.
Historical Data:	

	Target	Actual
FY 2015	6.9	0.1
FY 2016	6.7	0.6
FY 2017	6.4	0.3
FY 2018	6.2	0.1
FY 2019	5.9	0.5
FY 2020	5.7	0.9
FY 2021	5.4	0.1
FY 2022	5.2	1.4

Data Completeness and Reliability	
Source(s):	The data on commercial fatalities comes from NTSB's Aviation Accident Database. All but a small share of the data for persons on board comes from the air carriers, who submit information for all passengers on board to the Office of Airline Information (OAI) within Bureau of Transportation Statistics (BTS). In addition, FAA estimates crew on board based on the distribution of aircraft departures by make and model, plus an average of 3.5 persons on board per Part 121 cargo flight.
Statistical Issues:	Both accidents and passengers on board are censuses, having no sampling error. Crew on board is an estimate with a small range of variation for any given make and model of aircraft. Departure data and enplanements for Part 121 are from the BTS. The crew estimate is based on fleet makeup and crew requirements per number of seats. For the current fleet, the number of crew is equal to about seven percent of all Part 121 enplanements. The average number of cargo crew on board is 3.5 per departure, based on data from subscription services such as Cirium, a proprietary database used by insurers to obtain information such as fleet mix, accidents and claims. Cargo crews typically include two flight crew members, and occasionally another pilot or company rep, or two deadheading passengers. Part 135 data also comes from the BTS and Cirium databases, but is not as complete. The Office of Aviation Policy and Plans (APO) verifies with the operators when it identifies gaps in the data. Based on previous accident and incident reports, the average Part 135 enplanement is five per departure. Crew estimates for Part 135 are based on previous accident and incident data. Any error that might be introduced by estimating crew will be very small and will be overwhelmed by the passenger census. Importantly, the fatality rate is low and could significantly fluctuate from year to year due to a single accident.
Completeness:	The FAA does comparison checking of the departure data collected by BTS. This data is needed for crew estimates. However, FAA has no independent data sources against which to validate the numbers submitted to BTS. FAA compares its list of carriers to the Department of Transportation (DOT) list to validate completeness and places the carriers in the appropriate category (i.e., Part 121 or Part 135). The number of actual persons on board for any given period is considered preliminary for up to 18 months after the close of the reporting period. This is due to amended reports subsequently filed by the air carriers. Preliminary estimates are based on projections of the growth in departures developed by APL. However, changes to the number of persons on board should rarely affect the annual fatality rate.

	To overcome reporting delays of 60 to 90 days, FAA must rely on historical data, partial internal data sources, and Official Airline Guide (OAG) scheduling information to project at least part of the fiscal year activity data. The FAA uses OAG data until official BTS data are available. The final result for the air carrier fatality rate is not considered reliable until BTS provides preliminary numbers. Due to reporting procedures in place, it is unlikely that calculation of future fiscal year departure data will be markedly improved. This lack of complete historical data on a monthly basis and independent sources of verification increases the risk of error in the activity data.
Reliability:	Results are considered preliminary based on projected activity data. Most accident investigations are a joint undertaking. NTSB has the statutory responsibility to determine probable cause, while FAA has separate statutory authority to investigate accidents and incidents in order to ensure that FAA meets its broader responsibilities. The FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators. The FAA uses performance data extensively for program management, personnel evaluation, and accountability.
Verification & Validation:	NTSB and AVP confer periodically to validate information on the number of fatalities. Accident data is considered preliminary. NTSB usually completes investigations and issues reports on accidents that occur during any fiscal year by the end of the next fiscal year. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. FY 2021 results will therefore be final after the 2023 press-release. In general, however, the number of fatalities are not likely to change significantly between the end of the fiscal year and the date they are finalized.
Additional Information on Metric	
Public Benefit:	As fatal air-carrier accidents have declined in terms of average fatalities per accident, this metric will sharpen FAA's focus on helping air travel become even safer.
Partners:	Bureau of Transportation Statistics (BTS), Cirium, and National Transportation Safety Board (NTSB)

Performance Measure Information	
Performance Measure:	**Earned Media Coverage**
Performance Goal:	Provide NAS users, stakeholders and the traveling public with accurate and timely information needed to operate in the NAS safely and to obtain aviation safety related information.
FY23 Performance Target(s):	Identify and execute monthly initiatives and opportunities for earned media coverage to highlight agency safety initiatives. Due 9/30/23
Performance Narrative:	AOC works with its cross-functional and cross-LOB teams to identify FAA initiatives regarding but not limited to enhancing safety, federal grant projects, DEI&A, STEM-AVSED, and region-specific developments. Identified initiatives are packaged into a news pitch and proactively sent to targeted media outlets. Media pitches and coverage occur multiple times every month.
Lead Organization:	Office of Communications (AOC)
Definition of Metric	
Metric Unit:	Metric Units include: Number of FAA initiatives pitched to media, number of mentions, ad equivalency, and readership.
Computation:	Each media relations officer is assigned a specific target number of pitch ideas per quarter. Initiatives pitched are reflected in a Smartsheets form. This information is input by the Media Relations Officer for their respective the proactive outreach. Coverage metrics are tracked through online media analytics platforms.
Formula:	N/A
Scope:	Signifiers of exemplary work include the number of media outlets that cover an FAA initiative pitched, high numbers of Ad Equivalency and Readership, and the number of initiatives AOC proactively sent to media in every quarter.
Method of Setting Target(s):	This target was selected to generate positive FAA stories, engage the public in learning about the FAA's role in commercial flying, and inspire individuals to pursue aerospace careers.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	Smartsheets, Cision, Critical Mention, GovDelivery
Statistical Issues:	Historical tracking is unavailable for a substantial comparison; some proactive outreach may not result in an immediate story though is valuable in relationship-building. Ad equivalency and readership metrics are limited for smaller outlets.

Completeness:	AOC Media Relations Officers will pull media analytics metric data after landing a story with an outlet. A recording of such data will be reflected in the read-out of the pitch after the story coverage has concluded. A quarterly analytics report will be produced to analyze earned media impact. Success will be reflected in comparing the number of pitches that resulted in positive coverage each quarter.
Reliability:	The consistency and quality of the measure is dependent on the reliability of AOC's earned media tracking platforms. If a platform does not reflect every story or reflects irrelevant stories without automatically filtering than some data may be slightly skewed.
Verification & Validation:	To reduce the risk of inaccurate performance data, AOC will ensure filters for accuracy and sampling review of included data are applied to metric platform tracking. AOC Media Relations Officers will also be able to pull specific examples of coverage that will give insight into the sample size of readership and sentiment.
Additional Information on Metric	
Public Benefit:	This performance measure is important to the public because the inherent goal of the agency's public information activities is to inform the public of FAA's programs and initiatives. Public education about the FAA and our nation's aviation system in general supports economic growth, informs people of action they can take as citizens to make the system safer, and provides accountability that the public can recognize in a government agency.
Partners:	Partners in this goal may vary based on the type or topic of coverage. Internally, lines of business and staff offices are critical partners to help identify opportunities and provided needed information to generate media coverage. In addition, external partners may include other federal agencies such as the Department of Defense, and the Transportation Security Administration. Other partners include the media outlets themselves, major outlets that frequently cover FAA action include CNN, NBC, ABC, CBS, Reuters, The Washington Post, and The New York Times.

Performance Measure Information	
Performance Measure:	**FAA Advanced Air Mobility (AAM) Implementation Plan**
Performance Goal:	Develop a singular implementation plan that incorporates all of the agency work streams that must be completed in order to enable initial Advanced Air Mobility (AAM) services in the National Airspace System.
FY23 Performance Target(s):	Target 1: Develop a report illustrating specific examples of operational use cases that highlight Advanced Air Mobility (AAM) Beyond Visual Line of Sight (BVLOS) National Airspace System (NAS) Evaluation (BNE) Phase 2 flight operations and the required capabilities and operations in live and simulated flights. This report will consider existing and emerging capabilities to formulate operational use cases. Further, this report will capture the impacts of a new platform, new test site, and extended live flight evaluation period on the previous Use Case Report and expand upon the operations, capabilities, and interactions to be exhibited during the evaluations. Due January 31, 2023 Target 2: Finalize membership of leadership and working groups to include: Advanced Air Mobility (AAM) Leadership Team consisting of FAA management/directors and Innovation Teams (iTeams) consisting of FAA subject matter experts as well as interagency and industry members as needed. Due February 28, 2023 Target 3: Develop a draft Advanced Air Mobility (AAM) implementation plan to outline the roles and responsibilities of AAM stakeholders, as well as describe the infrastructure and capabilities needed to enable AAM operations alongside other air traffic within the NAS in the 2028 timeframe. This living document will mature as the FAA works with stakeholders to refine the strategy for implementation. Due May 31, 2023
Performance Narrative:	The Office of NextGen (ANG), in collaboration with the other LOBs, has developed an AAM leadership team that meets regularly to discuss progress, establish goals, and coordinate on an initial implementation plan. Additionally, the AAM leadership team continues to meet with industry, state, local and tribal entities to ensure a coordinated approach to establishing a plan to implement AAM into the NAS in the near-term. Additionally, the ANG UAM team has provided a report that illustrates specific examples of operational use cases that highlight Advanced Air Mobility (AAM) Beyond Visual Line of Sight (BVLOS) National Airspace System (NAS) Evaluation (BNE) Phase 2 flight operations and the required capabilities and operations in live and simulated flights.

Lead Organization:	NextGen (ANG)
Definition of Metric	
Metric Unit:	Complete the three targets by the required due dates.
Computation:	N/A
Formula:	N/A
Scope:	This performance measure was based on the work plan put forth by ANG, in coordination with FAA leadership.
Method of Setting Target(s):	These targets were selected as the key events in FY23 to ensure progress is made towards implementing AAM in the NAS.
Historical Data:	This is the first phase of integrating AAM in the NAS ecosystem.
Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A
Completeness:	The report illustrating specific examples of operational use cases that highlight Advanced Air Mobility (AAM) Beyond Visual Line of Sight (BVLOS) National Airspace System (NAS) Evaluation (BNE) Phase 2 flight operations and the required capabilities and operations in live and simulated flights was delivered in January 2023. The AAM Leadership Team was identified by the FAA Management Board in December 2022. The Draft Initial Implementation plan is in process and is on schedule to deliver an initial draft in May 2023 timeframe. This plan will be limited based on the availability of information from potential operational sites and aircraft certification status.
Reliability:	N/A
Verification & Validation:	The AAM leadership team meets regularly to share information across the teams and LOBs. Additionally, ANG meets weekly with the FAA Management Board to ensure they are up to date on the status of all related efforts. Resources are provided by leadership to ensure goals are met.

Additional Information on Metric	
Public Benefit:	This performance measure is important to the public since it creates a pathway to implement an AAM capability that will bring transportation benefit to the general public, and provide an opportunity for greater economic development.
Partners:	As directed by the Advanced Air Mobility Coordination and Leadership Act, October 2022, the FAA was directed to partner with DOT, NASA, Department of Commerce, FCC, Department of Energy, Department of Labor, Department of Commerce, NASA, Department of Defense, Department of Agriculture, and Department of Homeland Security. DOT has formed an interagency working group to ensure collaboration between these entities. Other stakeholders are industry, state, local and tribal governments where these AAM operations may occur.

Performance Measure Information	
Performance Measure:	**FAA Alaska Aviation Safety Initiative (FAASI)**
Performance Goal:	Reduce the fatal and serious accident rate in the State of Alaska with emphasis on Part 135 air carrier accidents.
FY23 Performance Target(s):	Target 1: Publish FAASI FY22 Final Report and FY23 Roadmap. Due February 17, 2023 Target 2: Include External Stakeholder Feedback Sessions in FY23 FAASI report. Due September 30, 2023.
Performance Narrative:	The FAA Alaska Aviation Safety Initiative (FAASI) Tiger Team will continue to take positive action on the remaining eight safety recommendations through FY23. Plans to address each of the recommendations for FY23 are covered in detail in the FAASI FY23 roadmap. These eight recommendations fall into 3 categories: 1. Critical aviation infrastructure 2. Agency policy and regulatory guidance 3. External stakeholder outreach The tiger team will meet regularly to develop the roadmap to address the recommendations in the FAASI Final Report. They will also solicit and incorporate stakeholder feedback at appropriate milestones, focusing on and balancing greatest impact to aviation safety and ability to quickly integrate in the national airspace system.
Lead Organization:	Policy, International Affairs, and Environment (APL)/National Engagement and Regional Administration (ARA)/Alaskan Region (AAL)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	N/A
Formula:	N/A
Scope:	The tiger team is developing a single document that will incorporate the FAASI FY22 Final Report and the FY23 roadmap. The team will use the roadmap to engage stakeholders on timelines in the roadmap. Stakeholder engagement continues to be a priority of FAASI and will be incorporated at least annually as we move FAASI forward.

Method of Setting Target(s):	AOA directive for FAASI was derived from recommendations of NTSB's 2019 roundtable, "Charting a Safer Course." FY 2022 targets were established in the FY 2021 final FAASI report. FY 2022 targets outline the plans to make progress toward accomplishing the recommendations in the FY 2021 final FAASI report. The FY 2023 roadmap is the agency's plan to address the NTSB recommendations.
Historical Data	FY 2022 Performance Targets: Target 1: Establish a cross-organization tiger-team to develop a roadmap to enhance aviation safety in Alaska based on the recommendations in the FAASI report focusing on and balancing greatest impact to aviation safety and ability to quickly integrate in the national airspace system. Due January 17, 2022 Target 2: Tiger team will develop a roadmap to address the recommendations in the FAASI Final Report focusing on balancing greatest impact to aviation safety and ability to quickly integrate in the NAS. Due February 15, 2022 Target 3: Roadmap will be presented to the external stakeholders and tiger team engages stakeholders to receive feedback on roadmap. Due May 30, 2022 Target 4: Tiger team will incorporate stakeholder feedback into a FAASI progress report released to the stakeholders. Due September 30, 2022 Target All targets were completed successfully.
Data Completeness and Reliability	
Source(s):	FAASI Final Report and FY23 Roadmap; NTSB Charting Safer Course 2019
Statistical Issues:	N/A
Completeness:	Report will be shared with FAA Leadership and Stakeholders.
Reliability:	Meaningful stakeholder engagement will result in a reliable product aimed at enhancing aviation safety in Alaska.
Verification & Validation:	N/A

Additional Information on Metric	
Public Benefit:	Public benefit is derived from FAA focusing and allocating financial, infrastructure, and human capital resources consistent with stakeholder priorities. Stakeholders and the FAA goals are focused on enhancing aviation safety in Alaska.
Partners:	Alaska Air Carriers Association (AACA), Aircraft Owners and Pilots Association (AOPA), Alaska Airmen's Association, Alaska Aviation Safety Foundation, Airport Owners, Sponsors, and Operators, Air Operators, Education Institutions, Alaska Department of Transportation & Public Facilities (ADOT&PF) and elected officials.

Performance Measure Information	
Performance Measure:	**General Aviation Fatal Accident Rate**
Performance Goal:	Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by FY 2028.
FY22 Performance Target(s):	No more than 0.94 fatal accidents per 100,000 flight hours
Performance Narrative:	The General Aviation Joint Steering Committee (GAJSC) will continue to analyze the top safety risks, develop risk mitigations (safety enhancements (SE)) and implement the agreed-upon SEs with participation of the FAA and general aviation industry/community.
Lead Organization:	Office of Accident Investigation and Prevention (AVP)
Definition of Metric	
Metric Unit:	Number of fatalities per 100 million persons on board.
Computation:	Number of General Aviation (GA) Fatal Accidents / (GA Flight Hours/100,000)
Formula:	Number of GA Fatal Accidents / (GA Flight Hours/100,000)
Scope:	This metric includes U.S. registered on-demand (non-scheduled Title 14 Code of Federal Regulations (14 CFR) Part 135) and general aviation flights to include everything not Part 121 or Scheduled Part 135. General aviation comprises a diverse range of aviation activities, from single-seat homebuilt aircraft, helicopters, and balloons, single and multiple engine land and seaplanes, to highly sophisticated, extended range turbojets.
Method of Setting Target(s):	The three safest years in general aviation history (FY 2014 – FY 2016) were used as the baseline. Government and industry consensus was to target a 10 percent reduction in 10 years from this baseline. Each year's annual target is a one percent reduction to achieve the overall goal.
Historical Data:	

	Target	Actual
FY 2019	0.98	0.95
FY 2020	0.97	0.91
FY 2021	0.96	0.74
FY 2022	0.95	0.75

Data Completeness and Reliability	
Source(s):	The data for general aviation fatal accidents comes from the National Transportation Safety Board's (NTSB) Aviation Accident Database. Aviation accident investigators, under the auspices of the NTSB, develop the data. Annual flight hours are derived from the FAA's annual General Aviation and Part 135 Activity Survey. The FAA's Forecast and Performance Analysis Division provides current year estimates.
Statistical Issues:	The NTSB finalizes the actual number of general aviation fatal accidents. Since this is a simple count of accidents, there are no statistical issues relevant to this data. The general aviation community and the GAJSC, as part of the Safer Skies initiative, recommended development of a data collection program that will yield more accurate and relevant data on general aviation demographics and utilization. Improved GA Survey and data collection methodologies have been developed. As a result of these efforts, FAA, working with the General Aviation Manufacturers Association (GAMA), the NTSB, and other aviation industry associations, has made many improvements to the survey. An improved survey was initiated in FY 2004. These annual surveys created, for the first time, a statistically valid report of activity on which the general aviation community could agree. First, the sample size has significantly increased. Second, a reporting form has been created to make it much easier for organizations with large fleets to report. Third, the agency worked with the Aircraft Registry to improve the accuracy of contact information. Each year, significant improvements are being made to substantially improve the accuracy of the data. The General Aviation Joint Steering Committee (GAJSC) and General Aviation Data Improvement Team (GADIT) worked closely with the general aviation community and industry to develop this performance metric and target. There was unanimous support and consensus for the metric and target.
Completeness:	The number of general aviation fatal accidents, even when reported as preliminary, is very accurate. NTSB and the Office of Accident Investigation and Prevention confer periodically to validate information on the number of fatalities. Accident data is considered preliminary. NTSB usually completes investigations and issues reports on accidents that occur during any fiscal year by the end of the next fiscal year. Results are considered final when all those accidents have been reported in the NTSB press release published early in the following year. FY 2021 results will therefore be final after the 2023 press release. In general, however, the numbers of fatalities are not likely to change significantly between the end of the fiscal year and the date they are finalized. General Aviation (GA) Survey calendar hours are finalized by December 31 of the following year. Hence, the fatal accident rate for FY 2021 will not be considered final/complete until December 31, 2022.

Reliability:	Results are considered preliminary based on projected activity data. Most accident investigations are a joint undertaking. NTSB has the statutory responsibility to determine probable cause, while FAA has separate statutory authority to investigate accidents and incidents in order to ensure that FAA meets its broader responsibilities. The FAA's own accident investigators and other FAA employees participate in all accident investigations led by NTSB investigators. The FAA uses performance data extensively for program management, and personnel evaluation and accountability.
Verification & Validation:	The NTSB finalizes the actual number of general aviation fatal accidents as the authoritative source. The FAA's Forecast and Performance Analysis Division provides current year flight hour estimates. Annual flight hours used to compute the final result are derived from the FAA's annual General Aviation and Part 135 Activity Survey.
Additional Information on Metric	
Public Benefit:	By tracking the rate of fatal accidents per flight hours, FAA can more accurately identify trends, indicating a decrease or increase of potential safety risks.
Partners:	Partners include the National Transportation Safety Board (NTSB), FAA Office Aviation Policy and Plans (APO), and the FAA and Industry General Aviation Joint Steering Committee (GAJSC): Aircraft Owners and Pilots Association (AOPA), General Aviation Manufacturers Association (GAMA), National Business Aircraft Association (NBAA), Experimental Aircraft Association (EAA), academia, etc.

Performance Measure Information	
Performance Measure:	**Dangerous Goods Air Cargo Safety Messaging**
Performance Goal:	Promote a positive aviation safety culture by educating travelers and air shippers about their responsibilities for proper identification and preparation of dangerous goods cargo. Proper identification and preparation of dangerous goods protects transportation workers across the supply chain by mitigating the severity of cargo incidents and communicating necessary information to first responders during incidents.
FY23 Performance Target(s):	To better protect transportation workers across the supply chain, the Federal Aviation Administration (FAA) will promote a positive aviation safety culture by educating travelers and air shippers on their responsibilities for proper identification and preparation of dangerous goods cargo with cross-platform PackSafe and SafeCargo safety messaging campaigns for respective target audiences. FAA will maintain the 5% increased levels of messaging from FY22, address seasonal risks throughout the year, and analyze cargo incident data to better target specific areas of concern.
Performance Narrative:	The Office of Hazardous Materials Safety (AXH) will continue work with the Office of Communications (AOC) to develop and carry-out cross-platform safety messaging for the PackSafe for Air Travelers and SafeCargo for Air Shippers and E-Commerce safety campaigns to educate relevant audiences on their responsibilities to properly identify and prepare dangerous goods cargo (also known as hazardous materials) for air transportation. AXH will develop an annual stakeholder engagement plan by December 31, 2022, outlining plans for messaging through social media, multimedia, and events, ensuring continuous, timely messaging throughout the year. FAA will provide quarterly reports measuring the total volume of messaging reaching target audiences using metrics that are appropriate to each platform; including the number of 1) website updates, 2) the number of social media posts, and 3) the number of virtual and in-person events targeting relevant audiences (e.g., workshops, presentations, tradeshows).
Lead Organization:	Office of Hazardous Materials Safety (AXH) and Office of Communications (AOC)
Definition of Metric	
Metric Unit:	On a quarterly basis, FAA measures the total volume of PackSafe for Air Travelers and SafeCargo for Air Shippers messaging with metrics for Website updates, social media posts, and events.

Computation:	AXH will use the following computations: Website: Measures the numbers of updates to FAA's Dangerous Goods website, including PackSafe and SafeCargo pages. Social Media: Measures total number of FAA's social media posts across all FAA social media accounts (Facebook, Twitter, Instagram, LinkedIn, etc.) for social media messages using hashtags identified in communications plan for the PackSafe and SafeCargo safety messaging campaigns. Events: FAA's Office of Hazardous Materials Safety identifies and tracks the number of virtual and in-person events, such as presentations, tradeshows, and conferences held to promote PackSafe and/or SafeCargo safety campaigns.
Formula:	As messaging may support more than one campaign, the total volume of PackSafe and SafeCargo messaging will be combined for each platform to provide a single metric for Website updates, social media posts, and events, respectively.
Scope:	On a monthly basis, FAA reports on the use of different platforms to deliver the dangerous goods safety messaging for the PackSafe for Air Travelers and SafeCargo for Air Shippers and E-Commerce campaigns, identified in the annual stakeholder engagement plan. On a quarterly basis, FAA measures the total volume of PackSafe for Air Travelers and SafeCargo for Air Shippers messaging with metrics for Website updates, social media posts, and events according to established metrics.
Method of Setting Target(s):	This target was selected to align with the Safe Workers' Initiative of DOT's Strategic Plan.
Historical Data:	

FAA DG Safety Messaging	FY 2021	FY 2022	Percent Increase
Social Media Posts	281	368	31%
Website	4	8	100%
Events	52	66	27%
Total	**337**	**442**	**31%**

Data Completeness and Reliability	
Source(s):	AOC tracks content on FAA's website and social media accounts, using appropriate, automated third-party tools for each platform. FAA's AXH uses a database to track both in-person and virtual events where the staff provides PackSafe and/or SafeCargo safety messaging.

Statistical Issues:	Identification of website and social media updates are limited by the software used to identify and track updates. Events are tracked in a database inputted by FAA staff, with potential for human error.
Completeness:	Data is only available for the volume of messaging provided directly by FAA. Stakeholders may further download and share content outside of direct volume of messaging measured on FAA platforms. As messaging may support more than one campaign, the total volume of PackSafe and SafeCargo messaging will be combined for each FAA platform.
Reliability:	Measures are consistent with figures tracked in FAA's FY 2021, FY2022, and FY 2023 business plans for FAA's Security and Hazardous Materials Safety organization and were selected for consistency. Website updates and social media post tracking are generated using analytic tools for the appropriate platform. The results are evaluated by subject matter experts. All PackSafe and SafeCargo events are tracked in an FAA database, which is used for internal FAA performance reporting.
Verification & Validation:	FAA's AXH and AOC organizations review and analyze website and social media data. All PackSafe and SafeCargo events are tracked in an FAA database, following internal processes with manager review and approval of event entries.
Additional Information on Metric	
Public Benefit:	Supports DOT FY22-26 Strategic Initiative for "Safe Workers" to support the health and safety of transportation workers and first responders. Specifically, proper identification and preparation of dangerous goods protects transportation workers across the supply chain by mitigating the severity of cargo incidents, and communicating necessary information to first responders during incidents.
Partners:	N/A

Performance Measure Information	
Performance Measure:	**Licensed and Permitted Launch and Reentry Safety**
Performance Goal:	Maintain a public safety record during authorized launch and reentry operations that is consistent with the FAA's regulatory safety criteria
FY23 Performance Target(s):	Zero (0) fatalities, serious injuries, or property damage
Performance Narrative:	Achieve zero fatalities, serious injuries, or property damage resulting from an AST-licensed or permitted launch or reentry activity.
Lead Organization:	Commercial Space Transportation (AST)
Definition of Metric	
Metric Unit:	Report the number of fatalities or serious injuries or dollar damage in excess of $1 incurred by the public as a result of AST to the uninvolved public.
Computation:	This metric is a raw number. It includes the actual number of people killed or seriously injured, and property damage as a result of launch and reentry operations licensed or permitted by the Federal Aviation Administration Office of Commercial Space transportation.
Formula:	This is a raw number of fatalities, injuries, or dollar damage greater than zero. There is no further calculation.
Scope:	This metric applies to all members of the uninvolved public, i.e., those not directly participating in the launch or reentry effort; either as flight crew, spaceflight participants, or support crew and staff.
Method of Setting Target(s):	This target was established as the baseline safety metric for Commercial Space Transportation and has been in place since 1984.
Historical Data:	

	FY 2019	FY 2020	FY 2021	FY 2022
Target	0	0	0	0
Actual	0	0	0	0

Data Completeness and Reliability	
Source(s):	Data is derived from reported deaths, physical injuries, or damage resulting from launch or reentry operations as reported by Federal, state, and local emergency response personnel.
Statistical Issues:	This is a raw number so statistical issues aren't a consideration.
Completeness:	This metric provides the ultimate determination of our success in executing the commercial spaceflight safety mission. Since this goal is a measure of raw data (not interpreted through statistical analysis) and is of such high visibility, its veracity is beyond reproach.

Reliability:	To date, there have been no fatalities, serious injuries, or property damage to the uninvolved public. If an accident involving the uninvolved public occurred, there would be an investigation to determine the number of fatalities and injuries, as well as the cost of the property damage. The time to validate the data depends on all relevant investigation to conclude and all parties concurring with the findings.
Verification & Validation:	Commercial space operators are required to report fatalities, casualties, and property damage to the FAA when they occur. AST safety inspectors verify the information through direct observation, emergency responder reports, and affected party interviews.
Additional Information on Metric	
Public Benefit:	The public benefits in multiple ways. First, protection of the public from death, injury or financial loss from property damage is an immediate public good. However, the public also benefits greatly from the provision of space-based services that rely on assured access to space provided by AST-licensed launch operations. These include long- haul communications, geophysical observation and mapping, navigation, weather, entertainment, and the Global Positioning System (GPS) timing signal that provides enabling technology for cell phones and banking services. Any disruption in launch services, assured access to space, or launch and reentry capability directly impacts the ability of space-based service providers to maintain these capabilities which are essential to the U.S. national and economic security, as well as the general public.
Partners:	To achieve this goal, AST coordinates with Federal, state, and local launch site operators, the Departments of Defense and Homeland Security, and the FAA's Air Traffic Organization, Airports, and Aviation Safety lines of business.

Performance Measure Information	
Performance Measure:	**Potential/Emerging Safety Issues (AVP)**
Performance Goal:	Provide a draft report that documents safety issues identified through advanced analytics by September 30, 2023.
FY23 Performance Target(s):	Provide the draft report to the FAA Safety Management Systems (SMS) Committee by September 30, 2023
Performance Narrative:	The AVS SMS Coordination Group and the FAA SMS Committee meet regularly to discuss potential and emerging safety issues. As these issues come up, these two SMS groups take the lead on facilitating issues thru the FAA Safety Issue Identification and Management Process to ensure they are being addressed. These issues are then documented in the Annual FAA Safety Issue Screening Report. The draft report will be a compilation of these safety issues, any mitigations identified, and statuses as of resolutions of mitigations from July 2022-July 2023.
Lead Organization:	Office of Accident Investigation & Prevention (AVP) is the lead organization within AVS; supporting organizations are Commercial Space Transportation (AST), Office of Hazardous Materials Safety (AXH), Airports (ARP), Policy & Performance (AJI-3), and NextGen (ANG)
Definition of Metric	
Metric Unit:	0-1 Draft Safety Issues Screening Reports submitted to the FAA SMS Committee.
Computation:	Draft Report submitted by September 30, 2023.
Formula:	N/A
Scope:	Issues submitted through the FAA Safety Issue Identification and Management Process
Method of Setting Target(s):	FAA SMS executive council set the requirement for a draft report by September 30, 2023.
Historical Data:	This is the third year of the report. October 2020-July 2021. August 2021-July 2022. This FY is July 2022-December 2022. Next FY cycle recommend moving to a calendar year report out to include all of 2023 plus July 2022-December 2022.
Data Completeness and Reliability	
Source(s):	FAA Safety Issue Identification and Management Process.
Statistical Issues:	N/A

Completeness:	The report will include a summary of the total numbers and types of issues received.
Reliability:	Report development will be based on input from subject matter experts across the FAA aviation safety community. Report will be based on data informed issues received by the process.
Verification & Validation:	An Agency wide concurrence process will be used to verify and validate the report
Additional Information on Metric	
Public Benefit:	The report will inform safety decision making and help to improve the FAA Safety Issue Identification and Management Process
Partners:	N/A

Performance Measure Information	
Performance Measure:	**Advance the Safety of Aircraft Cargo through Safety Oversight, Research and Standardized Testing**
Performance Goal:	Establish a collaborative and repeatable approach to safety oversight, research and standardized testing that influences/impacts air carrier cargo safety decisions.
FY23 Performance Target(s):	Activity A: Establish FAA safety inspector roles and responsibilities related to cargo safety oversight (ASH). Target 1: Provide the FAA Cargo Safety Executive Committee with cargo safety-related information to communicate roles and responsibilities to FAA safety inspectors specific to the guidance outlined in FAA Advisory Circular 120-121. Due September 30, 2023 Activity B: Develop a Standardized Test of Cargo Containers to Withstand Fires (ANG-E) Target 1: Coordinate research with industry groups. In collaboration with industry partners of the SAE International, Air Cargo (SAE AGE-2) and Aircraft Ground Equipment and Systems (SAE AGE-3) technical committees, the FAA will determine typical shipments of lithium batteries transported in containers or pallets for characterization testing. The effort of this task group is to determine multiple battery shipment sizes and associated fire load influencing metrics in the performance standard to delineate multiple tiers of battery protection in Fire Resistant Container (FRC) or Fire Containment Cover (FCC). Due April 30, 2023 Target 2: Characterize fires created by various lithium battery fires. Perform onsite full and medium scale tests to characterize fire severity and evolved flammable gases from lithium batteries by varying load quantities. The objective of the testing is to generate reliable data to determine a correlation between known quantities of batteries and the evolution rate of flammable gases. Due July 31, 2023 Target 3: Analysis of test data. Analyze data obtained through characterization testing to derive a correlation between the shipment size of lithium batteries and the evolution rate of flammable gases. The outcomes could provide information for researchers to develop a minimum performance test standard that does not involve active fire test of lithium batteries. Rather the implemented test method could be based on properties, such as heat flux, to design a burner capable of replicating the heat release rate of burning lithium batteries. Due September 30, 2023

Performance Narrative:	The FAA established the Cargo Safety Executive Committee to help provide strategic leadership for current and emerging risks associated with the transport of cargo on aircraft. The Directors of the following FAA offices head the Executive Committee: Aircraft Certification Service (AIR), Flight Standards Service (AFX), Hazardous Materials Safety (AXH), William J. Hughes Technical Center (ANG-E). The objective of the Executive Committee is to strategically coordinate cargo related safety issues and support the implementation of solutions to enhance flight safety. The Executive Committee established the FAA Cargo Safety Sub-Committee to provide a unified FAA approach to mitigate cargo safety risks that span across multiple Lines of Business and Staff Offices through effective standards, policy, guidance, training, or other means. The Sub-committee will prioritize cargo safety projects, coordinate their plan with the Executive Committee, and monitor work activity amongst approved projects. Additionally, the Sub- Committee will explore and investigate emerging cargo safety issues that come to their attention. At the direction of the Executive Committee, the Sub-Committee will collaborate to support the completion of the ASH and ANG CSTI targets. This will provide visibility on the targets to promote information sharing and collaboration. The result will be a comprehensive approach that considers diverse views to connect inspector roles and responsibilities for the oversight of air carrier cargo Safety Risk Management (SRM) across FAA LOBs, and supports FAA research on the fire hazards of lithium batteries to be utilized in the development of test standards for cargo unit load devices (ULDs) that could be utilized by air carriers to mitigate fire risks. Working with Industry Consensus Standards groups (e.g. SAE International), the subject matter experts of the Fire Safety branch (ANG-E21) will be collecting available data and drawing conclusions on what would constitute a typical shipment of lithium batteries in a ULD. This will influence the development of a standard to assess the effectiveness of Fire Resistance Containers (FRC) and Fire Containment Covers (FCC) against lithium battery shipment fires. Laboratory testing will be conducted at the fire test facilities at the William J. Hughes Technical Center and will generate data about batteries, flammable gases, and fire safety. Analysis of the test data will be evaluated to support the development of a minimum performance test standard that does not involve the use of actual lithium batteries in the testing of FRCs and FCCs. This is intended to provide a test method and standard that is valid, repeatable, and more efficient to execute.

Lead Organization:	ASH Office of Hazardous Materials Safety (AXH)
Definition of Metric	
Metric Unit:	Connect roles and responsibilities for the oversight of air carrier cargo SRM across FAA LOBs, and support FAA research on the fire hazards of lithium batteries to be utilized in the development of test standards for FRCs and FCCs.
Computation:	Complete the presentation of the collection of the cargo safety related information to the Cargo Safety Executive Committee; and complete the analysis of lithium battery fire characterization data based on available and supplied lithium battery air shipment load data.
Formula:	N/A
Scope:	Activity A: Work with internal partners and industry to create standards, operational principles, and frameworks that support cargo safety. • Develop a list of cargo safety-related information applicable to FAA inspectors across disciplines in support of ensuring carriers/certificate holders are effectively applying safety risk management principles to their operations. • In collaboration with AVS, stand-up a cross-LOB working group that supports the efforts directed by the FAA Cargo Safety Executive Committee. Activity B: Develop a test plan, perform battery tests to generate a dataset, and analyze the data generated to provide information relevant to developing a minimum performance test standard for FRCs and FCCs. Provide an overview of the data analysis on the characterization testing.
Method of Setting Target(s):	Cargo safety is a multi-disciplinary approach to safety that harnesses the knowledge of the FAA, airframe manufacturers and aircraft operators to identify air cargo hazards and implement comprehensive strategies to mitigate safety risks. Cargo safety recognizes that air cargo safety risks are a result of many factors, including a lack of shared knowledge on aircraft capabilities and the safety culture of the air cargo supply chain. The FAA is advancing cargo safety by outlining the key steps integral to creating standards, operational principles, and frameworks that support transporting dangerous goods safely by air.

Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	Through the years, regulator and industry research, coupled with insights learned via incidents and accidents, has highlighted the need for specific attention on the carriage of items that can act as ignition sources and produce combustible gases (i.e., lithium batteries). The framework built from research and completed activities provide the foundation for FY23 efforts. Through the Cargo Safety Executive Committee and Cargo Safety Sub-committee, the FAA Office of Hazardous Material Safety and Flight Standards Service will collaborate to identify safety oversight roles and responsibilities for FAA safety inspectors specific to the guidance outlined in FAA Advisory Circular 120-121. In addition, the William J. Hughes Technical Center (ANG-E), Fire Safety Branch, will work with SAE International, AGE-2/3 and provide the data to establish a test plan. Testing will be conducted at the ANG-E Fire Safety laboratories.
Statistical Issues:	N/A
Completeness:	Activity A: Establishing and delivering multi-disciplinary collaborative information on safety oversight roles and responsibilities for the FAA global air cargo safety initiatives through risk-hazard data collection that identify potential hazards and safety enhancements that mitigate safety risks. Activity B: The test plan will be reviewed by industry partners and initial small-scale testing will be compared to prior test campaigns to ensure the validity of the test results achieved. The subject matter expert will oversee the testing and analysis of the basis for the minimum performance test.
Reliability:	The measure is reliable and supported by the Cargo Safety Executive Committee, which includes FAA Executives from AIR, AFX, AXH and ANG-E. With such broad support and the commitment from the Executive Committee, this effort is to strategically coordinate cargo related safety issues and support the implementation of solutions to enhance flight safety, the risk of it being influenced by external factors is low.

Verification & Validation:	Activity A: The roles and responsibilities for the oversight of air carrier cargo SRM will result in consistent and repeatable process across FAA LOBs that promotes consistent application cargo SRM. In addition, the accuracy of the research will be demonstrated through an analysis of testing data to develop test standards for cargo unit load devices (ULDs). Activity B: The test plan will be generated after discussions with industry partners via the SAE AGE-2 committee. The testing will be performed by subject matter experts and additional steps will be taken to verify the data generated by comparing some aspects of the testing to prior battery testing campaigns. The analysis of the data generated will be verified through peer review.
Additional Information on Metric	
Public Benefit:	To meet the needs of our nation's public, the FAA, airframe manufacturers and aircraft operators must be unified in their efforts to maintain the safest, most efficient aerospace system in the world. However, the FAA must also set the tone for consistent application of cargo safety hazard identification and risk mitigation. It is important for the FAA to take a leading role to ensure that its regulations are understood and implemented as intended. Delivering information to FAA safety inspectors to establish specific roles and responsibilities for safety oversight of air carrier SRM will lay the foundation for industry to identify and mitigate safety risks. Additionally, we can establish better safeguards for transport of battery shipments via air and standards that can certify Fire Resistant Containers or Fire containment covers to transport lithium battery shipments of a certain size.
Partners:	Office of NextGen, William J. Hughes Technical Center, (ANG-E) Flight Standards Service (AFX), Aircraft Certification Service (AIR), SAE International, Air Cargo (SAE AGE-2) and Aircraft Ground Equipment and Systems Technical Committee, (SAE AGE- 3)

Performance Measure Information	
Performance Measure:	**Risk-Based Inspection Criteria for Space Launch Operations**
Performance Goal:	Modify risk-based inspection criteria to allow for established launch operations to be on-going without a safety inspector on site for operations.
FY23 Performance Target(s):	AST must examine risks associated with allowing operations without a safety inspector on site for certain operations, evaluate if those risks can be minimized and how, and delineate when this approach can be executed. Execution to be performed on a trial basis. Modifying the inspection criteria will be done. Due September 30, 2023**.**
Performance Narrative:	Team will convene to examine risks and draft proposal. Changes will be solicited from stakeholders. Recommendations will be approved at the divisional management level prior to execution on a trial basis. Any lessons learned will be incorporated prior to finalization in the operating procedure.
Lead Organization:	Commercial Space Transportation (AST)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	N/A
Formula:	N/A
Scope:	Modification of risk-based inspection criteria will be limited to pre- launch and launch inspections for experienced operators in good compliance standing at the agencies discretion. This effort is to define criteria for the selection of reduced inspections and examine the risks and impacts of the approach.
Method of Setting Target(s):	This target was selected as an opportunity to optimize the limited inspection resources in AST while maintaining a high degree of public safety.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A

Completeness:	Team will convene to examine risks and draft proposal. Changes will be solicited from stakeholders. Recommendations will be approved at the divisional management level prior to execution on a trial basis. Any lessons learned will be incorporated prior to finalization in the operating procedure. Limitations include dependence on operator safety and compliance records for selecting trial inspections and verification of the effectiveness in the approach in maintaining public safety.
Reliability:	Recommendations will be approved at the divisional management level prior to execution on a trial basis. Any lessons learned will be incorporated prior to finalization in the operating procedure. Limitations include dependence on operator safety and compliance records for selecting trial inspections and verification of the effectiveness in the approach in maintaining public safety. While this approach is expected to conserve inspector resources for high-risk missions, initial verifications of the effectiveness of the approach may increase sort-term expenditures.
Verification & Validation:	Modified inspection criteria will be evaluated at several levels for completeness and level or risk. All risks will be examined and dispositioned prior to first trial demonstration. Trial demonstrations will be examined by data review to verify no loss of public safety. Lessons learned will be incorporated prior execution on a non-trial basis and documentation in operational procedures and training.
Additional Information on Metric	
Public Benefit:	This target is part of an effort to optimize limited resources while maintaining a high degree of public safety.
Partners:	Internal partners; e.g. FAA's office of accident investigation/prevention (AVP) and Air Traffic Organization (AJO), and external partners; e.g. United States Department of Defense (DOD), National Aeronautics and Space Administration(NASA), and National Transportation Safety Board (NTSB).

Performance Measure Information	
Performance Measure:	**Safely Incorporate UAS Dangerous Goods (DG) Operations into the National Airspace System (NAS)**
Performance Goal:	Strengthen the Safe Integration of Dangerous Goods into UAS Operations
FY23 Performance Target(s):	Target 1: Evaluate the safety performance of existing dangerous goods packaging in a UAS environment Due September 30, 2023 Target 2: Implement a shared collaborative environment that integrates ASH UAS continued operational safety (COS) oversight of aircraft and cargo with AIR certification and COS data analytics Due September 30, 2023
Performance Narrative:	Evaluate the safety risks associated with existing dangerous goods packaging requirements in a UAS operational environment. Submit to the FAA UAS/AAM Research Roundtable Principals a finalized statement of work (SOW) for research activities on UAS dangerous goods packaging requirements that account for safety risks in the UAS operational environment. The Aircraft Certification Service (AIR) will collaborate with the Office of Hazardous Materials Safety (AXH) in the Security and Hazardous Materials Safety Organization (ASH) to capitalize on common data platform, data access and safety oversight business workflow needs. AIR-700, Compliance and Airworthiness Division, and AXH will leverage existing AIR data systems that support our common Continued Operational Safety (COS) mission to include ASH's dangerous goods data and other UAS centric incidents/accidents information sources. This effort will result in a shared data ecosystem that includes, wherever practical, integrated business work flows to socialize common insight among our respective Subject Matter Experts (SME). This expansion of the ecosystem will target testing and survivability of certain hazards associated with products, cargo, and goods (e.g., installed lithium batteries, parachute recovery system, cylinders, air bags, deicing equipment, etc.) that will inform FAA SMEs and leadership decisions related to product airworthiness and the carriage of dangerous goods.
Lead Organization:	Office of Hazardous Materials Safety (AXH)

Definition of Metric	
Metric Unit:	Completion of SOW for research activities on UAS dangerous goods packaging requirements; AXH integration/collaboration with AIR data Systems
Computation:	SOW completed with specifics on research activities to support DG package testing in a UAS environment.
Formula:	N/A.
Scope:	In a UAS environment, the package is the key mitigation to protect people and the environment from the dangerous goods it contains. To determine the level of protection provided by the packaging being used in UAS package delivery operations, AXH will examine UAS DG operators' existing dangerous goods packaging for every FAA- approved UAS "Will Carry" operator and develop a research plan to evaluate the safety performance of that packaging.
Method of Setting Target(s):	Both AXH and AIR recognize that dangerous goods may pose hazards in an aviation environment. DG package testing will provide clarity to FAA and operators on potential safety hazards related to dangerous good transport by UAS.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	This research will evaluate the safety performance of existing DG packaging requirements in a UAS package delivery operational environment. The research will account for operational conditions specific to the carriage of DG via UAS and identify corresponding hazards, study and document the safety performance of existing packaging standards, and identify appropriate risk mitigations. It will also identify potential hazards associated with UAS package containment systems at various cruise altitudes, up to 400' above ground level (AGL), at which the carrying UAV could inadvertently drop items during transit. The proposed research includes the following four tasks: Task 1: Assess current regulatory requirements for the carriage of DGs via UAS. This assessment will serve as the baseline for existing packaging requirements, drop testing requirements and leakproofness requirements. Task 2: UAS package delivery operations flight conditions analysis. This analysis will focus on identifying the flight conditions during all phases of flight is necessary, with special emphasis on the en-route and delivery phases, to determine if existing DG requirements mitigate risk to an acceptable level.

	Task 3: Assess package drops at various heights AGL, with a variety of different classes and categories of DG. This testing will focus on dropping packages at various heights AGL. It will account for a variety of different classes and categories of DG and environmental and operational factors. Task 4: Assess the UAS' power source (lithium battery) interaction with the contents of the package during a UAS accident (ground collision). Testing to be conducted at various heights AGL, with a variety of different classes and categories of DG. This testing will focus on interactions between the UAS' power source (Li-Bat) and the DG package contents. Data will be provided as a result of testing observations in the form of a report and safety assessment outlining research findings. The data/findings will identify any additional necessary mitigations and requirements, and provide recommendations. This information could then be transformed into FAA guidance for regulators, UAS manufacturers and operators that enables innovation, while ensuring the safe delivery of DG by UAS.
Statistical Issues:	N/A
Completeness:	The targets will be met by providing data on the safety performance of existing dangerous goods packaging in a UAS environment through testing.
Reliability:	The SOW and resultant research will be focus on the FAA's understanding of existing dangerous goods packaging requirements UAS operations and aircraft. It will rely on the principles of SMS and be performance-based to ensure reliability and adaptability as the UAS operational environment continues to evolve.
Verification & Validation:	The FAA will evaluate the level of safety of existing dangerous goods packaging in UAS operations through testing and related data.
Additional Information on Metric	
Public Benefit:	Evaluating the safety risks associated with existing dangerous goods packaging requirements in a UAS operational environment will inform requirements for UAS operators to ensure an adequate level of safety and implement mitigations in advance of aviation incidents and accidents.
Partners:	Aircraft Certification Service (AIR)

Performance Measure Information	
Performance Measure:	**Commercial and Non-Commercial Surface Safety**
Performance Goal:	Surface Safety
FY23 Performance Target(s):	Commercial Surface Safety: Maintain the weighted surface safety risk index at or below 0.38 per million operations for Commercial Aviation. Non-Commercial Surface Safety: Maintain the weighted surface safety risk index at or below 1.39 per million operations for Non-Commercial Aviation.
Performance Narrative:	The FAA continues to monitor Surface Safety to identify safety-related trends and evaluate risk. To meet the performance targets, the FAA has created mitigations such as Runway Status Lights (RSL), Runway Guard Lights (RGL), the Airport Surface Detection Equipment-X (ASDE- X), Airport Surface Surveillance Capability (ASSC), the ASDE-X/ASSC Taxiway Arrival Prediction (ATAP) and the Approach Runway Verification (ARV) tools. The FAA collaborates with stakeholders for better outreach toward and education of the pilot community. This includes Pilot/Controller forums, online videos, and presentations to flight schools. Additionally, through Special Focus Runway Safety Action Team meetings at airports with higher risk of surface incidents, the FAA meets with representatives from local airports and pilot groups to emphasize locality-specific problems to include runway incursions, vehicle pedestrian deviations and wrong surface incidents. The FAA will continue improving data collection and automation to more quickly and accurately evaluate metric trends.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Commercial Metric: A measure of overall airport surface operations safety risk per million operations. Non-Commercial Metric: A measure of overall Non-Commercial surface operations safety risk per million operations.

Computation:	Commercial Computation: For each commercial accident, a penalty term is calculated by aggregating weights corresponding to the various effects of the accident (i.e. severity of injury or airframe damage). A credit term, calculated as the fraction of lesser injured people and/or less-damaged airframes, is deducted from the penalty term to get the final score for the accident. For each commercial incident, only a penalty term corresponding to the incident type is calculated and becomes that incident's score. All (accident and incident) scores are aggregated over time and normalized by 1,000,000 operations. All rates used in the Commercial Surface Safety Risk Index calculation are derived from a Bayesian network model trained using a supervised algorithm, which essentially assigns a weight value to each event outcome indicative of its closeness to a fatal outcome calculated and becomes that incident's score. All event (accident and incident) scores are aggregated over time and normalized by 1,000,000 operations. All rates used in the Commercial Surface Safety Risk Index calculation are derived from a Bayesian network model trained using a supervised algorithm, which essentially assigns a weight value to each event outcome indicative of its closeness to a fatal outcome. Non-Commercial Computation**:** For each accident, a penalty term is calculated by aggregating weights corresponding to the various effects of the accident (i.e. severity of injury or airframe damage). A credit term, calculated as the fraction of lesser injured people and/or less- damaged airframes, is deducted from the penalty term to get the final score for the accident. For each incident, only a penalty term corresponding to the incident type is calculated and becomes that incident's score. All event (accident and incident) scores are aggregated over time and normalized by 1,000,000 operations. All weights used in the Non-Commercial Surface Safety Risk Index calculation are derived from a Bayesian network model trained using a supervised algorithm, which essentially assigns a weight value to each event outcome indicative of its closeness to a fatal outcome.
Formula:	Commercial Formula: $$\frac{\text{Sum of individual Commercial event scores}}{(\text{Commercial Aviation Operations} \div 1{,}000{,}000)}$$ Non-Commercial Formula**:** $$\frac{\text{Sum of individual Non-Commercial event scores}}{(\text{Commercial Aviation Operations} \div 1{,}000{,}000)}$$

Scope:	The Surface Safety Metric measures the overall safety performance of the NAS in the runway environment. It includes all manner of operations (commercial and other types), aircraft, and vehicle/pedestrian movement that occur in that environment. It includes runway collision accidents, runway excursion accidents, taxiway collision accidents, runway incursion incidents, runway excursion incidents, and taxiway surface incidents. The definition of operations is total takeoffs and landings. Commercial and Non- Commercial operations are measured separately. The ATO considers operations under FAR Parts 121, 129, and 135 commercial operations and all other operation types as non-commercial.
Method of Setting Target(s):	Forecast modeling was used to attain challenging but reasonable targets based on past performance of the metric. Targets for commercial and non-commercial operations were set separately.
Historical Data:	

Commercial	FY 2020	FY 2021	FY 2022
Target	0.35	0.35	0.35
Actual	0.07	0.10	0.12

Non-Commercial	FY 2020	FY 2021	FY 2022
Target	0.60	0.60	0.60
Actual	0.41	0.40	0.27

Data Completeness and Reliability	
Source(s):	The National Transportation Safety Board (NTSB) database is the primary source of runway accident data. Runway excursion data is supplemented by FAA's Aviation System Analysis and Sharing (ASIAS) database, which aggregates runway excursion data from multiple sources. Air traffic controllers and pilots are the primary source of runway incursion and surface incident reports. The data are recorded in the Comprehensive Electronic Data Analysis Reporting (CEDAR) system. CEDAR replaced the FAA Air Traffic Quality Assurance (ATQA) database for the Air Traffic Organization. Preliminary incident reports are evaluated when received and evaluation can take up to 90 days. Aviation Risk Identification Assessment (ARIA) is a new source that provides additional data for evaluating events. The ARIA algorithm computes a potential risk score for two aircraft based upon proximity to one another. Operations data used to calculate the runway incursion rate are provided via Operations Network (OPSNET), and are downloaded directly from the FAA Operations and Performance Data database.

Statistical Issues:	Categorization of the various accidents is performed using statistical modeling, which is prone to sampling error.
Completeness:	The FAA verifies and validates the accuracy of runway incursion and surface incident data through the initial validation process followed by quality assurance and quality control reviews. Reconciliation of the databases is conducted monthly and anomalies are explored and resolved. In cases where major problems are identified, a request to re-submit is issued. The FAA conducts annual reviews of reported data and compares them with data reported from previous years. Annual runway incursion incident data are used to provide a statistical basis for research, analysis, and outreach initiatives. The Surface Safety metric will be recalculated if accidents or incidents are reported late or if operations data are retroactively adjusted
Reliability:	A classification algorithm with approximately 95% accuracy is used to classify NTSB events as runway collisions, taxiway collisions, or runway excursions. Given this classification error, there is a small chance that irrelevant accidents will be included in the Surface Safety Metric calculation or relevant accidents will be excluded. External Factors: Runway accidents and incidents are the result of an error by an air traffic controller, pilot, and/or vehicle/pedestrian event. The FAA has direct influence on air traffic controller performance, but indirect influence on pilots and airport personnel.
Verification & Validation:	The FAA verifies and validates the accuracy of runway incursion and surface incident data through the initial validation process followed by quality assurance and quality control reviews. Reconciliation of the databases is conducted monthly and anomalies are explored and resolved. In cases where major problems are identified, a request to re-submit is issued.

Additional Information on Metric	
Public Benefit:	The Surface Safety Metric represents potential for fatal accidents on the runway or taxiway surface. A reduction in the Surface Safety Metric score is an indication of overall safety performance improvements for the flying public in the surface environment.
Partners:	The FAA co-chairs the Runway Safety Council (RSC) with the Air Line Pilots Association (ALPA). Other Council members include National Air Traffic Controllers Association (NATCA), Airlines for America (A4A), Aircraft Owners and Pilots Association (AOPA), National Association of Flight Instructors (NAFI), National Business Aviation Association (NBAA), Regional Airline Association (RAA), Airport Councils International-North America (ACI), the American Association of Airport Executives, along with FAA Flight Standards, Office of Airports, and Air Traffic. The RSC collaborates government and industry leadership to develop and focus implementation of an integrated, data-driven strategy to reduce the number and severity of runway incursions.

Performance Measure Information	
Performance Measure:	**Test and evaluation efforts of UAS detection and mitigation technologies**
Performance Goal:	Test and evaluate UAS detection and mitigation technologies as required under Section 383 of the 2018 FAA Reauthorization to support the development of a plan for establishing standards, provided that external factors do not impact this work. This congressional requirement is scheduled to sunset on September 30, 2023.
FY23 Performance Target(s):	Target 1: Test and evaluate at least 3 UAS detection and mitigation technologies as required under Section 383 of the 2018 FAA Reauthorization, provided that external factors do not impact this work. Target 2:Conduct UAS detection and mitigation test and evaluation activities at a total of 5 U.S. airports (in FY22 and FY23) as required under Section 383 of the 2018 FAA Reauthorization, provided that external factors do not impact this work.
Performance Narrative:	ARP's Airport Technology Research (ATR) Branch is conducting the necessary research to support Section 383 of the 2018 FAA Reauthorization. As part of this effort, researchers are evaluating numerous UAS detection and mitigation technologies at the Atlantic City International Airport and four other host airports. Data is being collected on how well each technology performs in the airport environment and will be used to support the development of draft performance standards.
Lead Organization:	Office of Airports (ARP),in cooperation with Office of Security and Hazardous Materials Safety (ASH)
Definition of Metric	
Metric Unit:	This metric tracks, on an annual basis, the number of UAS detection and mitigation technologies that ATR is able to evaluate under the Section 383 program and also tracks at how many airports (of the 5 host airports) ATR is able to deploy these technology.
Computation:	The number of technologies evaluated under this program is a simple count of how many technologies are successfully installed and evaluated at the FAA's UAS Detection and Mitigation Test Complex located at the Atlantic City International Airport. The number of airports that technologies are deployed at is a simple count of how many airports (out of the five host airports) have technologies installed and being evaluated under this program.
Formula:	There is no formula used in the calculations. It is based on a numerical count of technologies evaluated and airport deployments.

Scope:	This metric only applies to UAS detection and mitigation technologies and host airports that were selected to participate in the Section 383 program.
Method of Setting Target(s):	The success of the Section 383 UAS Detection and Mitigation Program is based on the FAA's ability to test and evaluate as many detection and mitigation technologies at as many of the five host airports as possible, prior to the sunset date of the program (September 30, 2023). For the program to be a success and meet the minimal requirements set forth by the Congressional language, the FAA MUST deploy at least three more technologies this Fiscal Year and have technologies deployed at all five host airports by the time the program ends.
Historical Data:	

Number of Technologies Evaluated	FY21	FY22
Target	0	5
Actual	1	6

Number of Airport Deployments	FY21	FY22
Target	0	3
Actual	1	5

Data Completeness and Reliability	
Source(s):	UAS position data is collected through each individual UAS detection and/or mitigation technology, and that data is compared to geospatial data that is collected via a small data collection transponder that is physically attached to the UAS target. This allows researchers to first determine if the technology was successful in detection/identifying the UAS, and if it was successful, determine how accurate the detection was by comparing the technologies detection data to the truth data collected via the data collection transponder.
Statistical Issues:	There are numerous variables involved in data collection for this program, which researchers have been able to address. There are over 15 different UAS platforms being used in this evaluation, 14 different launch and recovery locations around each of the 5 airports, and 6 different flight patterns that each UAS fly at each of the launch and recovery locations, at each airport. Weather conditions are also an uncontrolled variable that is considered in data analysis. These flights are repeated over and over again until sufficient data is collected.

Completeness:	Each technology is evaluated at Atlantic City until a statistically valid number of UAS flights are flown against the system. Researchers consider the data statistically valid when noticeable trends are found in the data that is collected. For a given detection technology, this has been happening right around 900 to 1,000 UAS flights, while mitigation occurs right around 100 flights.
Reliability:	The performance metrics for these targets are simple counts of technologies and the number of host airports that receive technologies. Vendor availability has been an issue for the program, as some vendors have not been able to send their equipment to the FAA due to other competing commitments (ex: War in Ukraine). Also, supply chain issues have still continued to cause delays for some vendor components. Researchers have been able to adjust schedules to allow vendors that are ready to proceed with testing, while those with delays slide to later dates. Deployments at the host airports has also had some delay, and many airport authorities are experiencing staffing issues with employee departures, and also with illnesses (COVIC, flu, etc.). Schedules with airport installations have slid numerous times due to the airports inability to provide escorts, access to their facilities, equipment, etc.
Verification & Validation:	Data collection for this effort is pretty straight forward. For a technology to be considered 'evaluated', it must go through a series of approval processes with the FAA, the FCC, and NTIA before it can be installed. After installation, the FAA conducts spectrum measurements, shakedown testing, and interference testing to ensure the system is ready for testing. Once shakedown is complete, researchers then begin testing activities. This can take 3 to 4 months until sufficient data is collected. Data is checked and verified several times, through different processes, to ensure that data integrity is maintained. Any discrepancies are immediately examined by a program data team. If necessary, UAS flights are repeated to verify the data. After the data collected is deemed sufficient, the technology is then 'graduated' from the initial program at Atlantic City, and then scheduled for validation testing at one of the four remaining host airports. The process is repeated, with the goal of conducting about 400 to 500 flights against the technology at the new host airport. Data collected at the host airport is compared to data collected at Atlantic City, and if the data is found to be comparable, the evaluation of that particular technology is considered to be a success.

Additional Information on Metric	
Public Benefit:	The results of this effort will be used to develop a performance standard for UAS detection and mitigation technologies to be deployed and utilized at the nation's airports. A vendor's adherence to this standard will ensure the flying public that no UAS detection or mitigation technology deployed at an airport will cause interference or harm to the National Airspace System (NAS).
Partners:	The FAA has partnered with Department of Homeland Security (DHS), Department of Defense (DOD), Department of Justice (DOJ), and Department of Energy (DOE) to share information on each other's experiences, testing procedures, and high level findings. The FAA meets with these partners on a regular basis to discuss each other's progress.

Performance Measure Information	
Performance Goal:	**ATO Top 5 Safety Risks**
Performance Measure:	The ATO Top 5 Safety Issues are a list of five high-priority safety issues, driven and supported by data, in which swift, cross-organizational action is needed to address them in order to regain an acceptable safety level. It is the culmination of the Air Traffic Organization's (ATO) proactive safety management activities - valuing input from the frontline employees, deploying technology to gather data, improving analysis to identify risk and embracing correction to implement risk mitigations.
FY23 Performance Target(s):	Implement 85% of approved mitigation activities in association with ATO's Top Five (5) identified trending safety issues in the NAS.
Performance Narrative:	The ATO has established corrective action teams for each of the Top 5 safety issues, led by the ATO Top 5 program office. These teams include all members with mitigation activities assigned to them. Each activity is discussed, tracked and reported on monthly via a monthly report produced by the ATO Top 5 program office. Monthly reports are reviewed by an executive steering committee and other relevant stakeholders. Any concerns regarding potential for missing the fiscal year completion for each activity are discussed with Top 5 program office leadership.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	The metric counts the number of activities implemented to address the Top 5 issues. Each activity is a defined action.
Computation:	Implementation of 85% of the activities identified for the fiscal year.
Formula:	$\frac{100 \times (\text{Number of Activities Completed})}{(\text{Number of Activities Identified for FY2023})}$
Scope:	This metric measures ATO's success in implementing mitigations to address trending issues in the NAS, as well as the impact of those mitigations on the originally identified trend. The list of FY2023 issues are Traffic Advisories / Safety Alerts, Altitude Compliance, Wrong Surface Landings, Pilot Reports (PIREP) Solicitation / Dissemination and Notice to Air Mission.

Method of Setting Target(s):	There will be five phases of the Top 5 process: candidate selection, Corrective Action Plan (CAP) development, CAP implementation, monitoring, and close-out. Metrics have been set that will measure success in each of those phases, all of which are deadline-driven. Each major deadline that is coming up in a fiscal year will count as an activity toward the metric.
Historical Data:	

	FY 2019	FY 2020	FY 2021	FY 2022
Target	80%	85%	85%	85%
Actual	93%	86%	89%	88%

Data Completeness and Reliability	
Source(s):	ATO Safety and Technical Training reaches out to responsible organization points of contact to track the implementation progress of the approved activities and distributes monthly progress reports.
Statistical Issues:	N/A
Completeness:	The activities (for example, corrective action and monitoring plans) to address the Top 5 trending safety issues are formed using specific subject matter experts who are led through a data-driven process. Safety data are comprehensively reviewed to select well-defined issues to the list. Then, CAPs are developed and reviewed by the pertinent responsible organizations to ensure they address the identified issue and can be feasibly accomplished. The monitoring plans measure against safety performance targets to determine whether or not the mitigations are in place and reduce the observed trend. Once those targets are met, the issue is eligible for close-out, and the process begins again to review safety data to select/add a new issue to the list. This cycle is broken down for each Top 5 into a plan for the coming fiscal year. Once the plans are signed, they represent specific and comprehensive plans that, when executed, should contribute to improved safety in the NAS. Safety and Technical Training solicits status updates regularly from responsible organizations to ensure the work is meeting the intent of the original action and will be completed on time. The activity is not closed until a deliverable confirms its completion. Additionally, a Director-level ATO Top 5 Steering Committee oversees the prioritization and decision-making needs of the Top 5. This committee ensures awareness, transparency, and buy- in at the highest levels.

Reliability:	There is no reliability issue with this metric. The activity is either implemented during this fiscal year or not. ATO Safety and Technical Training considers an activity implemented when the requirements associated with the activity are met. Each activity has a point of contact that provides the implementation status to the program manager. There are no external factors for this metric.
Verification & Validation:	Activities that the Top 5 Program Office deems closed must be accompanied by a deliverable that demonstrates completion. The Top 5 Program Office will review these deliverables to ensure the original intent of the CAP activity has been met.
Additional Information on Metric	
Public Benefit:	The adoption of this metric benefits the public by identifying and reducing trending safety issues within the NAS.
Partners:	ATO Safety and Technical Training works collaboratively with stakeholders including other ATO service units (Mission Support, Tech Ops, Air Traffic, etc.), the National Air Traffic Controllers Association (NATCA), the pilot community (A4A, NBAA, AOPA, etc.), and other FAA organizations (Airports, Flight Standards, etc.) to develop comprehensive activities to address the issues identified in the NAS.

People Pillar Profiles

Performance Measure Information	
Performance Measure:	**Contracting with Small Disadvantaged Business (SDB)**
Performance Goal:	To maximize inclusion of SDB in FAA contract opportunities.
FY23 Performance Target(s):	Ensure at least 13% of the Agency's total direct procurement dollars are awarded to SDB.
Performance Narrative:	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 small disadvantaged businesses (including 8(a) certified firms), service-disabled veteran-owned small businesses, and women-owned small businesses.
Lead Organization:	Office of Finance and Management (AFN)
Definition of Metric	
Metric Unit:	Percentage of total direct procurement dollars obligated to SDB.
Computation:	Total direct procurement dollars obligated to SDB over total direct procurement dollars obligated.
Formula:	$\frac{\text{(Total Direct Procurement Dollars to SDB)}}{\text{(Total Direct Procurement Dollars)}} \times 100$
Scope:	The scope of this measure includes FAA's percentage of direct procurement dollars towards SDB concerns, as defined by the FAA Acquisition Management System (AMS) and the Small Business Administration (SBA). This percentage is reported to the Department of Transportation (DOT) and the Office of Management and Budget (OMB), and publicly available through the System of Award Management (SAM).
Method of Setting Target(s):	The annual goals for the percentage of direct procurement dollars to SDB concerns are established by FAA in collaboration with DOT and SBA, based on targets established by the President and Congress.
Historical Data:	See table below
Data Completeness and Reliability	
Source(s):	The System for Award Management (SAM)

	FY 2022	FY 2023
Target	12%	13%
Actual	17.07%	TBD

Statistical Issues:	Data is based on direct procurement awards by Contracting Officers (CO) within FAA's PRISM system and business size standards as defined by the AMS and SBA. No sampling errors are anticipated.
Completeness:	FAA reviews and reports data related to SDB direct procurement dollars on a monthly basis, ensuring there is no data missing and that progress is consistent with established targets and goals.
Reliability:	The data from SAM used to report direct procurement dollars to SDB concerns is reliable and has a high confidence rate. At the time of an award in PRISM, data is directly shared with the Federal Procurement Data System (FPDS) reflecting elements such as obligation amount, vendor name and business size. When FAA and others generate required reports in SAM, it pulls award information directly from FPDS ensuring data and processes are consistent, reliable and repeatable.
Verification & Validation:	In addition to monthly reporting and validation of award information by the FAA Small Business Office (SBO), FAA's National Acquisition Evaluation Program (NAEP) performs annual reviews of awards and associated data to ensure award information in the official contract file and systems of record are consistent, accurate and reportable.
Additional Information on Metric	
Public Benefit:	Targets for direct procurement dollars to SDB concerns are established by the President and Congress, to promote equity within Government acquisition, and to provide greater access to procurement opportunities for minority communities.
Partners:	Department of Transportation (DOT), Small Business Administration (SBA), and Office of Management and Budget (OMB).

Performance Measure Information	
Performance Measure:	**DEI&A Inclusive Language Implementation**
Performance Goal:	To ensure a diverse, equitable, and inclusive environment, the agency must implement its inclusive language policy and order.
FY23 Performance Target(s):	Target 1: Create and implement a communications/marketing plan and materials using content provided by ACR. Due September 30, 2023 Target 2: Research and draft a recommendation for an artificial intelligence (AI) tool to be used in reviewing FAA official documents. Due September 30, 2023 Target 3: Create a timeline and develop a training module on inclusive language for managers and employees. Due September 30, 2023
Performance Narrative:	ACR will collaborate with AOC and a cross-organizational team to create and implement communications and marketing plan materials. ACR will collaborate with AIT and a cross-organizational team. ACR will collaborate with AHR, APL, AOC, and AGC to create a timeline and develop a training module.
Lead Organization:	Civil Rights (ACR)
Definition of Metric	
Metric Unit:	Yes/No completion of the targets
Computation:	N/A
Formula:	N/A
Scope:	FY22 steps to implementing the inclusive language order. The requirements in this Order apply, but are not limited to, the following actions: Orders, Advisory Circulars, guidance documents, grants, loans, contracts, leases, research activities, rulemaking and regulatory actions, regulations, certifications, licensing, permits, as well as plans submitted to the FAA by state or local agencies for approval, official correspondence, behaviors, and practices. The procedures in this Order apply to the extent practicable to ongoing activities that have yet to be completed. The Administrator signed a related Policy Statement (Appendix I) on November 4, 2021. Except in special cases, it is expected that documents produced after the effective date, this should comply with the Order, as applicable.

Method of Setting Target(s):	The targets were selected to ensure successful implementation of the inclusive language order and to be proactive in our current and future communications and language usage.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A
Completeness:	N/A
Reliability:	N/A
Verification & Validation:	N/A
Additional Information on Metric	
Public Benefit:	The FAA's primary mission is to provide the safest, most efficient aerospace system in the world. In carrying out this mission, the FAA is responsible for complying with federal laws and regulations that make it unlawful to discriminate as enforced by, among others, the Equal Employment Opportunity Commission (EEOC), labor laws enforced by the Department of Labor (DOL), Department of Transportation (DOT) policies and procedures, and applicable White House Executive Orders (EO). The FAA is committed to diversity, equity, inclusion, and accessibility (DEIA) by creating a work environment that is free of bias and welcoming to all. Updating the language used in our official publications, including regulations, rules, policies, procedures, practices, and orders is a first step toward making equity a reality. The FAA supports aerospace safety through cooperation with civil aviation authorities, operators, manufacturers, and other government agencies. Aerospace is a safety-critical industry and people must be free to express themselves without fear of adverse actions, thereby enabling them to perform at the highest levels.
Partners:	Department of Transportation, International Civil Aviation Organization the European Union, the North Atlantic Treaty Organization (NATO) as well as a primary US government partners (DoD, DoE, NASA, Secret Service, Space Force, etc.), Congress, and Airports.

Performance Measure Information	
Performance Goal:	**Agency-wide Workforce Planning and Engagement**
Performance Measure:	Develop an FAA-wide vision and strategy to reimagine, recruit, and retain a diverse workforce and that enhances succession planning and employee engagement in support of the agency's mission and implement the DEIA plan to create a workforce built on equity and inclusion and integrate DEIA principles into the FAA decision-making process.
FY23 Performance Target(s):	Complete all FY23 deliverables under this activity on or before their planned due dates. Target 1: (AHR) Succession Planning: Using workforce demographic data and information gained through strategic workforce planning efforts, identify positions where lines of succession need to be established to address future needs. Due September 30, 2023 Target 2: (AHR) Employee Engagement: Develop corporate and LOB/SO-specific employee engagement action plans with quarterly reporting. Due March 30, 2023 Target 3: (AHR) Talent Acquisition: Conduct analysis of the use of FAA- wide workplace flexibilities and recruitment incentives to ensure usage supports recruiting a skilled and diverse workforce. Due September 30, 2023 Target 4: (ATO) Air Traffic Controller Specialist (ATCS) Hiring: Consistent with Air Traffic Controller Workforce Plan, hire at least 1,500 air traffic controllers in FY2023. Due September 30, 2023 Target 5: (ACR) Conduct benchmarking analysis, identify resources, and explore the creation of a Chief Diversity Officer position to oversee DEIA efforts across FAA. Due June 30, 2023 Target 6: (ACR) Finalize a communications plan to raise awareness of the agency's overarching DEIA efforts, encompass leadership modeling, and foster a DEIA culture across FAA. Due April 30, 2023 Target 7: (ACR) Identify a measurement tool and create plans to perform an agency-wide climate assessment on DEIA Implementation to identify target areas for improvement by LOBs/SOs. Due September 30, 2023

Performance Narrative:	Target 1: FAA has collected data from governmental and private organizations to benchmark best practices for succession planning. A draft workforce snapshot and critical assessment criteria that can be used by LOB/SOs to evaluate the mission critical positions to prioritize for succession planning have been completed. FAA also established a workforce dashboard that highlights RNO, veteran's status, mission critical occupation status and other diversity metrics to automate reporting of five quarters of DEIA data in support of succession planning and other reporting requirements. Target 2: FAA is implementing employee engagement plans at the corporate and the LOB/SO levels to hold organizations accountable for introducing activities that create a workplace environment conducive to employee engagement and to address goals set forth in the Biden- Harris Administration's President's Management Agenda (PMA). Target 3: FAA will analyze current and historical usage data for all available workplace flexibilities and recruitment incentives to determine barriers to their use, and recommended improvements to best meet our workforce needs. Target 4: The FAA Air Traffic Organization (ATO) collaborates with stakeholders across the Agency on efforts to hire technical personnel, such as Air Traffic Control Specialists (ATCS). The FAA has two sources for controller new hires: previous-experience or reinstatement controller hires; and no-experience hires. Upon hiring, the selectees typically first attend training at the FAA Academy, and then continue with air traffic control facility specific training for the facility where they are placed. Target 5: FAA's Office of Civil Rights (ACR) and Office of Human Resource Management (AHR) are collaborating to benchmark the creation of a Chief Diversity Officer position. This includes reviewing Position Descriptions (PD's) and Job Analysis Tools (JAT) from other agencies and the equivalents from the private sector. Target 6: A DEIA Communications Plan is being finalized with the goal of raising awareness of FAA's DEIA efforts. Target 7: The FAA Office of Civil Rights is creating a measurement tool to assess the FAA climate on the implementation of DEIA initiatives
Lead Organization:	Human Resource Management (AHR)

Definition of Metric	
Metric Unit:	Timely completion of FY23 planned deliverables.
Computation:	N/A
Formula:	N/A
Scope:	Target 1: FAA intends to create a deliverable that documents prioritization of positions where lines of succession will be most beneficial to address FAA's future workforce needs. Target 2: FAA will collect and compile employee engagement action plans from all LOBs/SOs who received a breakout report for the 2022 Federal Employee Viewpoint Survey in a format that allows for quarterly tracking and will use these plans to inform an FAA Agency- level action plan. Target 3: FAA will deliver an analysis of the use of existing workplace flexibilities and recruitment incentives with recommendations for future improvements. Target 4: The Air Traffic Organization (ATO) collaborates with stakeholders across the Agency on efforts to hire technical personnel, such as Air Traffic Control Specialists (ATCS). During the pandemic, to minimize contamination risk, the FAA paused in-person controller training. To further reduce the number of personnel at facilities, the FAA also paused the deployment of new systems at air traffic control facilities. These decisions ensured continuity of operations over the last three years, at a cost. Controllers require a lengthy training program tailored to their specific facility, and the consequences of the training pause will take years to fully rectify. Target 5: The benchmarking of the Chief Diversity Officer (CDO) position will assist FAA in its decision-making process of how the CDO should function within FAA. Target 6: The communications plan will provide a roadmap for FAA to raise awareness about the agency's overarching Diversity, Equity, Inclusion, and Accessibility (DEIA) efforts. Target 7: The identification of a measurement tool and creation of plans to perform an agency-wide climate assessment on DEIA Implementation will assist in highlighting targeted areas for improvement by LOBs/SO.s

Method of Setting Target(s):	Milestones have been identified and coordinated to support Flight Plan 21, FAA's five-year Strategic Plan for FY22-FY26. The Workforce Planning activity directly supports the People pillar's strategic initiative "Talent Management and Acquisition" to develop an FAA- wide vision and strategy to reimagine, recruit, and retain a diverse workforce and that enhances succession planning in support of the agency's mission. The ATCS hiring annual target is aligned with FAA's annual Controller Workforce Plan report. Chief Diversity Officer and other DEIA targets support implementation of FAA's Diversity & Inclusion Strategic Plan.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	AHR provides data on ATCS hires and workforce demographics to identify positions in need of succession planning. A dashboard has been created that includes quarterly ATCS hiring data. The data will be helpful for succession planning and DEIA implementation. AHR provides the ATO with periodic progress reports for ATCS new hires. ACR Sources: Other Federal agency Chief Diversity Officer positions.
Statistical Issues:	N/A
Completeness:	Target 1: Analysis of workforce demographic data will have informed recommended actions to identify positions for which to establish lines of succession. Target 2: All LOB/SO will have submitted their 2023 employee engagement action plans in accordance with established templates and in the specified timeframes to address the 2022 survey results AHR will develop and train LOB/SO representatives on the progress tracker that will be used for quarterly reporting for the organization- specific and corporate action plans. Target 3: Analysis of current FAA workplace flexibilities and recruitment incentives results in recommendations for improvement that are vetted by FAA leadership.

	Target 4: For ATCS hiring, the complete information needed are the numbers of experienced and no-experience new hires, provided by AHR. Targets 5-7: The creation of the Chief Diversity Officer position involves the collaborative effort of ACR and AHR benchmarking other Federal agencies in support of Executive Order (EO) 14035, Diversity, Equity, Inclusion, and Accessibility in the Federal Workforce. The CDO will ensure the implementation of all DEIA requirements for EO 14035, DOT's FY22-26 DEIA Strategic Plan and FAA's Flight Plan 21.
Reliability:	N/A
Verification & Validation:	Resultant reports, analyses, and recommendations will be documented and vetted/approved by FAA leadership. AHR Employee Engagement team will track LOB/SO's action plan submissions, as well as provide quarterly performance summaries based on information LOB/SO provide in the progress tracker. Executive Order 14035, Diversity, Equity, Inclusion, and Accessibility in the Federal Workforce, DOT's FY22-26 DEIA Strategic Plan and FAA's FY22-26 Flight Plan 21.
Additional Information on Metric	
Public Benefit:	The FAA actively recruits for the best talent at aviation related universities and institutions, and additionally makes an effort to recruit at Minority Serving Institutions (MSI's). The FAA is committed to hiring the best candidates. The actions we are taking represented in the targets of this goal will ensure that we have a pipeline of highly qualified employees able to fill critical positions across the agency. Research has shown that engaged employees' work more productively, provide better customer service, burnout less often, use less sick leave, and are more likely to stay with their employer. These benefits result in better service to the flying public. The ATCS hiring effort supports an increase in National Aerospace System (NAS) operations, to better serve the public's needs for air transportation. The CDO will provide guidance and oversight of FAA's DEIA initiative. The primary focus will be on implementing the requirements of EO 14035, DOT's FY22-26 DEIA Strategic Plan and FAA's Flight Plan 21 as it relates to diversity, equity, inclusion, and accessibility measures for all Line of Business/Staff Offices. This ensures that the agency is adequately employing and representing the best interest of the public.

Partners:	AHR, ATO and ACR are working with numerous internal partners to achieve the identified targets. We are also partnering with external stakeholders such as colleges and professional associations, employee affinity groups, union partners, and other government agencies to ensure we reach the candidates best qualified to support the FAA's safety mission.

Performance Measure Information	
Performance Measure:	**Hiring Persons with Disabilities (PWD)/Persons with Targeted Disabilities (PWTD)**
Performance Goal:	The Office of Civil Rights (ACR) will lead collaboration between all lines of Business/staff offices (LOB/SO) to increase the representation of PWD/PWTD in the Federal Aviation Administration (FAA) workforce by 1% each year for the next three years (from FY22). For FY23, the goals will be 16% for PWD and 2% for PWTD.
FY23 Performance Target(s):	Target 1: Each LOB/SO will increase PWD/PWTD awareness and accountability by issuing a memorandum directing their managers to promote the PWD/PWTD 1% goal. Due April 30, 2023 Target 2: In collaboration with all LOB/SOs, ACR's National People with Disabilities Program Manager will host four agency-wide information sessions for hiring managers on effective ways to hire people with disabilities. Due August 31, 2023 Target 3: Each LOB/SO will report their progress towards the 1% PWD/PWTD goal during the bi-monthly EAC meetings. Due August 31, 2023 Target 4: Develop a communications/awareness campaign to encourage employee self-identification of disabilities to ensure accurate understanding of current representation. Due September 30, 2023
Performance Narrative:	The Federal Government shall be a model employer of individuals with disabilities. Pursuant to Title 29 United States Code (U.S.C.) Section 791, each agency shall adopt and implement a plan that provides sufficient assurances, procedures, and commitments to provide adequate hiring, placement, and advancement opportunities for people with disabilities at all levels of Federal employment. The FAA will take specific steps to gradually increase the number of persons with disabilities and targeted disabilities employed at the agency until it meets the goals established pursuant to 29 U.S.C 791, which is 12% for PWD and 2% for PWTD at each grade level.
Lead Organization:	Civil Rights (ACR)

Definition of Metric	
Metric Unit:	Total percentage of PWD and PWTD employees employed at the FAA forFY23.
Computation:	PWD: The metric will be calculated by taking the total number of employees who have self-identified as having a disability and divide that number by the total number of employees. PWTD: The metric will be calculated by taking the total number of employees who have self-identified as having a targeted disability and divide that number by the total number of employees. .
Formula:	PWD: (Total PWD Employees X 100) / Total Employees PWTD: (Total PWTD Employees X 100) / Total Employees
Scope:	This metric will only measure employees who have self-identified their disability on Standard Form 256 - Self Identification of Disability (SF-256) or through their Employee Express profile. The self-identification of disability reporting process is entirely voluntary, with the exception of employees appointed under the Schedule A Excepted Appointing Authority for People with Intellectual Disability, Severe Physical Disability, or Psychiatric Disability (5 CFR 213.3102(u)) or the FAA's On-the-Spot Hiring Authority for People with Disabilities. Agencies will request that these employees identify their disability status and, if they decline to do so, their correct disability code will be obtained from medical documentation used to support their appointment.
Method of Setting Target(s):	The targets of PWD and PWTD were selected based on the requirements from Section 501 from the Rehabilitation Act of 1973, as amended for agencies to have specific representation goals for PWD and PWTD at each grade level.
Historical Data:	

Actuals	FY 2020	FY 2021	FY 2022	FY 2023 (Qtr 1)
PWD	14%	15%	16%	16%
PWTD	1%	1%	2%	2%

Data Completeness and Reliability	
Source(s):	The data comes from the Federal Personnel Payroll System (FPPS) which is maintained by AHR. The data is compiled through the completion of the SF–256 or updating Employee Express profile.

Statistical Issues:	The completion of the SF-256 form by newly hired employees and the accuracy of entering the appropriate codes into FPPS is paramount to the statistical data that will be collected. Individuals may choose not to identify their disability or may select the wrong disability code based on their personal opinion about the severity of their disability. Also, New Employee Orientation takes place every two weeks so it may take a couple of weeks to be entered into FPPS by the HR specialist this will cause some lag time in the reporting.
Completeness:	ACR completes the annual Management Directive 715 (MD-715) report for the Equal Employment Opportunity Commission (EEOC). The MD-715 calls for periodic agency self-assessments and the identification and elimination of barriers that prevent equal employment opportunities in the workplace. The hiring of PWDs and PWTDs is measured in the MD-715 report. The report will be completed and submitted to the EEOC during the second quarter of each fiscal year.
Reliability:	The reliability of this metric will be based on the completion of the SF-256 form and the accuracy of the reporting process.
Verification & Validation:	Pursuant to 29 U.S.C. 791, Agency's Affirmative Action Plans require the FAA to perform a workforce analysis annually to determine the percentage of its employees at each grade level who have disabilities, and the percentage of its employees at each grade level who have targeted disabilities. ACR will collect and review FPPS reports on a monthly basis to verify current PWD and PWTD workforce representation at each grade level. In order to ensure validity of the workforce data, AHR will continue to provide guidance to FAA employees and new hires on completing the SF- 256 form to accurately self-identify their disability. In coordination with the Department of Transportation (DOT), the FAA will continue to conduct annual campaigns encouraging DOT employees to update their disability status and provide instructions on how to update their disability status appropriately through Employee Express.
Additional Information on Metric	
Public Benefit:	This effort will benefit the public by increasing our hiring efforts of people with disabilities who currently have an unemployment rate of 9.1% as compared to people without disabilities who have an unemployment rate of 4.2%.
Partners:	State Vocational Rehabilitation agencies, college/university disability and career service centers, and the Workforce Recruitment Program.

Performance Measure Information	
Performance Measure:	**STEM AVSED Equity Accountability**
Performance Goal:	Develop methods to ensure that all students, including those in underrepresented and/or underserved populations, have access to events and learning activities aimed at introducing them to aerospace concepts and career pathways.
FY23 Performance Target(s):	Target 1: Deploy CEATS tool with equity assessment for use with identified FAA sponsored events. Due June 30, 2023 Target 2: Train event planners of identified FAA sponsored events to use the CEATS tool. Due August 23, 2023 Target 3: Utilize CEATS tool during 80% of all identified FAA sponsored events. Due September 30, 2023
Performance Narrative:	The FAA STEM AVSED Steering Committee has a sub-committee designed specifically to focus on completing this performance goal. The Equity subcommittee has developed a scope and timeline focused on completing each target by the deadlines.
Lead Organization:	Office of Policy, International Affairs & Environmental (APL)/ Office of National Engagement and Regional Administration (ARA)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	N/A
Formula:	N/A

Scope:	The goal is to create an assessment tool with a list of questions that can be used as a decision-making tool to help FAA determine (from an equity perspective) the best use of resources for STEM AVSED outreach at large events. A main emphasis for the tool will be to ensure we provide access for all students when planning those events. This tool will be tested in FY22 for FAA-sponsored STEM AVSED outreach that meets the following criteria: • 500+ students • FAA has participated in the past • Multiple LOBs support • Organizational goals • Target Communities (Diversity Strategies) • Demographics The tool will be used at first by the event planning teams for the AVS Symposium, the International Girls in Aviation Day, FAA ACE camps, and internal and external communication strategy for the STEM AVSED outreach. As other events come to fruition and the tool matures, the subcommittee may choose to utilize the tool for other large outreach activities in FY22. The team will find the best IT- platform to house the tool and provide a summary of results from FY22 activities to the STEM AVSED Executive Board and the Administrator/ Deputy Administrator.
Method of Setting Target(s):	These targets were set through discussions with the STEM AVSED Steering Committee (SC) and Executive Board (EB) based on agency priorities for equity, and build upon the foundation set in FY21 as described below.

Historical Data:	FY 2022 Performance Targets: Target 1: Define and identify planned FAA organizationally sponsored outreach that should be targeted for initial equitable outreach assessment. Due November 30, 2021 Target completed on November 30, 2021 Target 2: Create and begin to implement equity assessment criteria to be used when planning STEM AVSED outreach events. Due January 31, 2022 Target completed on January 31, 2022 Target 3: Conduct training with FAA staff on how to use equity assessment and ensure initial implementation. Due March 30, 2022 Target completed on March 30, 2022 Target 4: Identify appropriate IT-platform to house equity assessment, allowing for broader implementation in FY23. Due September 30, 2022 Target completed on September 19, 2022 Target 5: Provide summary of equity assessment results from FY22 activities to STEM AVSED Executive Board and the Administrator/ Deputy Administrator. Due September 30, 2022 Target completed on September 29, 2022

	All targets were completed successfully. In FY22, the Equity Sub- committee (SC) under the STEM AVSED Steering Committee identified the CEATS solution as the IT platform for broader implementation. All sub-committee members from all lines of business and staff offices (LOB/SO) identified planned organizationally sponsored outreach events to be targeted in the AVSED Equity Tool. A summary of the Equity Assessment results was provided at the end of FY22 based on FY22 activities to the FAA Administrator and the members of the STEM AVSED Executive Board. FY 2021 Performance Targets: Target 1: Identify committed members of the STEM AVSED EB and SC from all FAA organizations involved in STEM AVSED engagement initiatives. Due date: March 31, 2022 Target completed on March 31, 2022 Target 2: Establish recurring meetings and develop charters for STEM AVSED EB and SC. Due June 30, 2021 Target completed on June 16, 2021 Target 3: Implement oversight procedures for cross-agency STEM AVSED engagement initiatives, to include development of annual agency business plan goals and activities for FY22 and identification of resources to support those goals. Due September 30, 2021 Target completed on August 25, 2021 All FY21 targets were completed successfully. All members from all lines of business and staff offices (LOB/SO) were identified for participation on the EB and SC in support of STEM AVSED. The first EB/SC meeting was held on June 16, 2021. The first individual SC meeting was held on June 25, 2021. Recurring meetings were conducted in July, August, and September in FY21 for the SC. The EB held its quarterly meetings for FY21 in June (Q3) and August (Q4). Charters have been finalized and signed. The STEM AVSED Executive Board approved the proposed corporate goal for FY22 on August 25, 2021. This foundational work set the stage for work to be accomplished in the out years.
Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A

Completeness:	Successful completion of targets will be measured by looking at final products produced, as well as identifying if the tool was used for each of the identified outreach events. As the team nears completion of each target, it will provide a briefing/presentation to the Steering Committee of its progress and receive feedback to ensure completion. As for the Equity Assessment questions, an internal review was done by ARA and ACR leadership prior to finalizing the target. Lastly, the STEM AVSED Executive Board will receive briefings on all targets and make the final determination as to whether the targets are met.
Reliability:	N/A
Verification & Validation:	Performance information is based upon assessment of internal actions taken. There is minimal risk of any performance information being inaccurate.
Additional Information on Metric	
Public Benefit:	The FAA's STEM AVSED program has been in existence for decades but had atrophied in recent years. With the renewed focus on aviation workforce issues and projected shortages in critical professions such as pilots and aviation mechanics, the FAA STEM AVSED Steering Committee and Executive Board are committed to address workforce issues through the STEM AVSED program. The aerospace industry as a whole has traditionally suffered, and continues to suffer from a lack of diversity. Recognizing the value of diversity, one of the four main goals of the FAA's STEM AVSED strategic plan is STEM For Every Student, which aims to "create opportunities for students of all backgrounds to learn about and pursue aerospace careers." Initiatives under that goal include: • Develop methods to identify student populations with demographics which are currently underrepresented in the aerospace industry • Form strategic partnerships with organizations focused on outreach to diverse populations • Develop methods to ensure the largest number of students possible have access to aerospace events and learning activities • Increase cultural competency/awareness/literacy within the FAA workforce engaged in STEM outreach The equity assessment tool will help ensure that access is provided for all kids at large events. This aligns with our strategy goal of stem for every student.
Partners:	Internal to the FAA, work is being conducted collaboratively by all LOB/SOs through their representation on the STEM AVSED Steering Committee, where the work is being on conducted by a sub- committee. Additionally, as the sub-committee conducts its work, it is also collaborating with additional subject matter experts across the FAA, including those representing employee associations and special emphasis groups.

Global Leadership Profiles

Performance Measure Information	
Performance Measure:	**OneFAA Approach to International Training**
Performance Goal:	Development of an FAA International Outreach and Training Program Process for ensuring an "OneFAA" approach to international training and outreach.
FY22 Performance Target(s):	Develop internal processes and procedures to ensure an "OneFAA" approach to international training and outreach Due March 31, 2022.
Performance Narrative:	In FY21, the FAA introduced its agency strategic plan, Flight Plan 21, which contains a Global Leadership pillar. A key initiative, Global Outreach and Training (GOaT) was introduced to align all FAA international training efforts and create an enterprise level strategy. One of the GOaT's mandates is to ensure that international training and outreach activities are provided in a consistent manner with an OneFAA approach. To support this objective, the GOaT team is developing an FAA International Outreach and Training Program Process that aligns with the FAA's International Strategy and streamlines international outreach and training program coordination at the enterprise level. This overarching process document will introduce consistency in FAA international program activities by explaining how our work supports the international strategy, identifying enterprise-level procedures and outlining the procedural requirements for development, approval and promulgation. The FAA International Training Program Process will be vetted through the Flight Plan 21 GOaT team and submitted to the International Governance Board (IGB) for consensus. The result of this work will ensure an OneFAA approach to the development of international procedures that align with the FAA's international strategy and provide consistent outreach and training activities to our global partners.
Lead Organization:	Office of International Affairs (API)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	N/A
Formula:	N/A

Scope:	The FAA currently maintains a total training portfolio of over 1,000 FAA courses and workshops that are offered through multiple delivery points, processes and pricing structures. In 2021, a Flight Plan 21 GOaT initiative team, comprised of cross-agency participants, reviewed this portfolio and identified a need for a set of corporate processes and procedures that provide a consistent approach for outreach and training activities. The FAA International Outreach and Training Program Process describes our work, identifies areas that need consistency and outlines the process for introducing new procedures to ensure a OneFAA approach to international outreach and training.
Method of Setting Target(s):	This is a foundational process for establishing a corporate approach to international outreach and training and was selected as an organizational goal in the FAA FY22 Priority Plan.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	Procedures reflected in the FAA International Outreach and Training Program Process will be limited to those identified during the first phase of work by the Flight Plan 21 GOaT team. In the event additional procedures are identified, the FAA International Outreach and Training Program Process would need to be updated.
Completeness:	FAA International Outreach and Training Program Process developed, vetted, and submitted for consensus by March 31, 2022.
Reliability:	The procedures included in the FAA International Outreach and Training Program Process reflect the extensive research conducted by the GOaT cross-agency team over the course of a full year. While these procedures address the requirements identified, it is anticipated that additional procedures may be required in the future. The FAA International Outreach and Training Program Process provides a framework for future identification and development of new procedures.
Verification & Validation:	API/APT will monitor progress and verify that FAA International Outreach and Training Program Process is developed, vetted, and submitted for consensus by March 31, 2022.

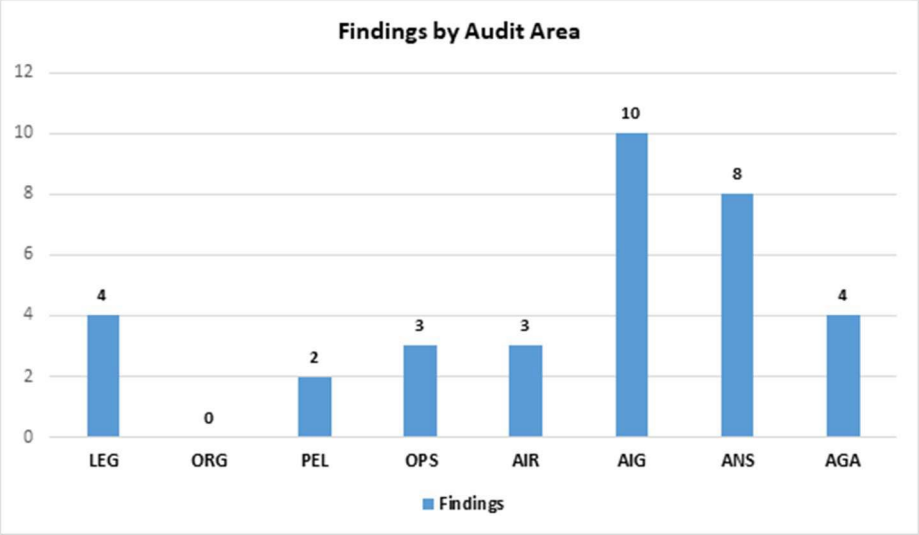
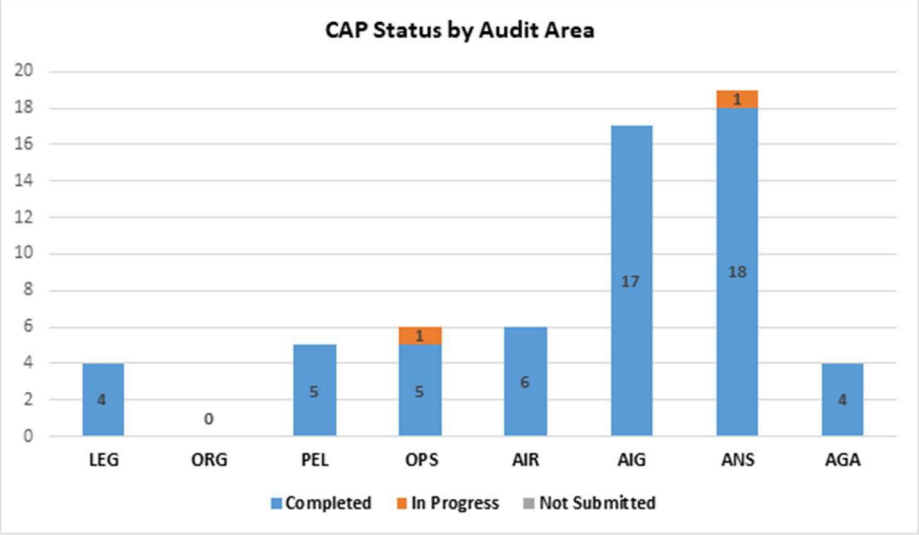
Additional Information on Metric	
Public Benefit:	This measure promotes the efficient use of government resources and promotes safety of international travel by establishing a uniform, consistent standard for FAA outreach and training activities around the globe.
Partners:	API will work with representatives across the agency to achieve this measure.

Performance Measure Information	
Performance Measure:	**Demonstrate continued global leadership on Advanced Air Mobility (AAM) standards and certification through international cooperation, collaboration, and engagement.**
Performance Goal:	Create a global framework to harmonize Advanced Air Mobility (AAM) certification standards with the National Aviation Authorities (NAA) Network.
FY23 Performance Target(s):	Target 1: Present the FAA Airworthiness Criteria for one appropriate AAM company to the NAA Network Due July 31, 2023. Target 2: Define the differences between Federal Aviation Administration (FAA) and UK's airworthiness criteria and share with the NAA Network Due July 31, 2023. Target 3: Complete an initial set of Common Standards and Differences between the two frameworks to share among the five civil aviation authorities Due September 30, 2023. Target 4: Complete a FAA draft of the proposed AAM roadmap to include identification of phases of convergence on AAM Standards and Certification Due September 30, 2023.
Performance Narrative:	As airworthiness criteria for the type certification of AAM are being developed, AIR is in parallel creating materials to share these criteria with other authorities. AIR is also developing a comparison of the FAA's approach to SC-VTOL, which the UKCAA is utilizing as their AAM certification basis. AIR will present the FAA's approach to the NAA Network, and develop an initial set of common standards and differences between the two frameworks. This will help inform the development of the roadmap to layout a path towards of convergence on AAM standards and certification.
Lead Organization:	Aircraft Certification Service (AIR) with Airports (ARP) and NextGen (ANG) support.
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of the targets.
Computation:	N/A
Formula:	N/A

Scope:	The scope of this effort is focused on airworthiness criteria for AAM, which serve as the foundation of the certification basis for type certification. The FAA's airworthiness criteria will be shared and compared to the UKCAA's approach.
Method of Setting Target(s):	The FAA has committed to global leadership in Flight Plan 21This effort will help further establish the FAA as a global leader, providing insight into a risk-based approach towards the certification of AAM.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	The data for this effort is the airworthiness criteria themselves and the developed comparison documents. The criteria will be taken from the FAA's existing AAM Type Certificate projects that are in work.
Statistical Issues:	N/A
Completeness:	This overall effort involves direct coordination and communication with the NAA Network. The FAA will take the lead to share its airworthiness criteria, define a comparison to the UKCAA's approach, and define a roadmap to layout a path towards convergence on certification and standards.
Reliability:	By utilizing the subject matter expertise of the FAA, and working with the NAA Network to define the differences in approaches, the FAA will ensure reliable completion of this goal.
Verification & Validation:	Completion of the targets will be verified by the associated deliverables – presenting the FAA's approach to the NAA Network, creation of the comparison documents, and the roadmap.
Additional Information on Metric	
Public Benefit:	The sharing of the FAA's risk-based approach to AAM with the NAA Network and developing a path towards convergence of approaches will benefit the entire industry as companies seek validation with multiple authorities.
Partners:	AIR, ARP, and ANG will work collectively with other LOB/SOs across AVS.

Performance Measure Information	
Performance Measure:	**ICAO USOAP Audit**
Performance Goal:	Conduct a FY23 self-assessment in preparation for an International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Programme (USOAP) Audit of the United States anticipated in FY24.
FY23 Performance Target(s):	Assess the status of implementation of all ICAO USOAP Protocol Questions to assess the state of our civil aviation safety oversight systems. Due September 30, 2023
Performance Narrative:	Fifteen years have passed since ICAO conducted an audit of the United States' aviation safety oversight system. The previous audit was conducted from November 7-19, 2007 under the USOAP Comprehensive Systems Approach. There were 35 findings across the eight audit areas, which resulted in an Effective Implementation of 91.13%. In 2022, the Monitoring and Oversight Office of ICAO's Air Navigation Bureau began a concerted effort to schedule USOAP audits at Member States. This included Member States with safety oversight systems with comparable size and/or complexity to the United States' system. The United States expects to undergo a USOAP audit in 2024. The objective of this performance goal is to complete a self- assessment to prepare for an upcoming ICAO USOAP audit expected in 2024. This includes the completion of Self-Assessment Protocol Questions (PQs) and the State Aviation Activity Questionnaire (SAAQ). Additionally, a review of all Corrective Action Plans (CAP) from the 2007 audit will be conducted to ensure continued resolution of previously identified deficiencies. Consideration will also be given to updating the U.S. Electronic Filing of Differences for currency. Successful completion of a FY23 self-assessment and resulting remediation actions will directly contribute to attaining successful outcomes from the FY24 USOAP audit: • Demonstrate the provision of the safest, most efficient aerospace system in the world to ICAO and its Member States • Demonstrate global leadership in the ICAO North American, Central American, and Caribbean region through the successful preparation and completion of the USOAP audit • Maintain or improve upon the United States' current overall effective implementation score

	The FAA's Office of International Affairs, ICAO and International Training (APT), is leading this effort. A Project Manager assigned to APT serves as the primary Point of Contact (POC) with the APT Staff, providing training for APT Staff and all other pertinent subject matter experts (SMEs) across the agency to ensure understanding of the overall self-assessment efforts. Additionally, the Project Manager serves as the primary POC with the U.S. government POCs. The Project Manager is assisted by the APT Staff as well as a small cadre of detailees assigned from the FAA Lines of Business and Staff Offices to monitor the overall status of the Self-Assessment PQs and the SAAQ; provide instruction and other additional information, as appropriate, to U.S. government POCs to support their completion of the Self-Assessment PQs and the SAAQ; provide the documents necessary for the U.S. government POCs to obtain information from the technical SMEs; review the compiled responses in the Self- Assessment PQs and SAAQ for completeness and follow-up with U.S. government POCs for additional information, as appropriate; submit the responses to the PQ Self-Assessment and the SAAQ to the USOAP Continuous Monitoring Approach (CMA) Online Framework; and review the 2007 CAPs and coordinate with U.S. government POCs to address any outstanding deficiencies to document any additional information, as appropriate.
Lead Organization:	Office of International Affairs (API)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	Answer the USOAP Self-Assessment PQs to assess the state of the U.S. civil aviation safety oversight systems.
Formula:	Assess the "Status of Implementation" of each PQ (i.e., Satisfactory, Not Satisfactory or Not Applicable); provide "Remarks" to explain the "Status of Implementation"; and attach "Evidence" supporting the "Status of Implementation."
Scope:	The audit scope includes the following areas: Primary Aviation Legislation and Specific Operating Regulations (LEG); Civil Aviation Organization (ORG); Personnel Licensing and Training (PEL); Aircraft Operations (OPS); Airworthiness of Aircraft (AIR); Aircraft Accident and Incident Investigation (AIG); Air Navigation Services (ANS); and Aerodromes and Ground Aids (AGA)

Method of Setting Target(s):	The Self-Assessment PQs are the basis for the USOAP audit that the United States will undergo in 2024.
Historical Data:	The last USOAP audit was conducted from November 7-19, 2007 resulting in 35 findings across the eight audit areas, and an Effective Implementation of 91.13%. (This number has been adjusted to 90.9% to reflect a reduction in PQs since the last audit). 2007 Findings:  2007 Corrective Action Plans: 61 

Data Completeness and Reliability	
Source(s):	ICAO USOAP CMA Online Framework
Statistical Issues:	Variability may be impacted by the subjectivity of the technical SME respondent from LOB/SO or interagency partners.
Completeness:	Project Manager is a certified ICAO USOAP Auditor and has extensive experience in assessing the quality of civil aviation organizations' responses to PQs, and has provided training to the supporting team to perform quality assurance functions. The supporting team on detail from the LOB/SO to APT are experts in various aviation specialties and bring an objective perspective to answers provided by technical SMEs.
Reliability:	Although the FAA is carrying this performance objective as an organizational success measure, external U.S. government partners' participation and support is a factor outside of FAA's control.
Verification & Validation:	The FAA's Office of International Affairs, ICAO and International Training Division will monitor progress and verify that the self- assessment is planned, resourced and completed by September 30, 2023. This metric has been selected as an FAA corporate goal, the completion of which is subject to audit. It has also been identified as an International Priority, and is being monitored by the International Governance Board.
Additional Information on Metric	
Public Benefit:	This measure promotes the efficient use of government resources and promotes safety of international travel by assessing the United States' level of effective implementation of the critical elements of a safety oversight system.
Partners:	Representatives across the agency, Department of Transportation (Office of the Secretary); Department of Homeland Security (Transportation Security Administration, United States Coast Guard); National Transportation Safety Board; Department of Defense; and National Oceanographic and Atmospheric Administration (National Weather Service)

Performance Measure Information	
Performance Measure:	**Increase Engagement with Mexico to Create One-Level of Aviation Safety**
Performance Goal:	Strengthen our productive, working relationship with Mexico on areas of mutual interest to reach and maintain international safety standards.
FY23 Performance Target(s):	Target 1: Develop a portfolio of strategic collaboration areas based on engagement with AFAC, SENEAM, and other stakeholders to enhance safety and operational performance. Target 2: Implement at least three (3) portfolio activities during FY23.
Performance Narrative:	Mexico is one of the FAA's most important aviation partners. The FAA will continue to work closely with its counterparts in Mexico to improve safety, airspace efficiency, and data-sharing to support harmonization and implementation of NextGen products and procedures, and to support U.S. interests in the two-way transfer of aviation products and services.
Lead Organization:	Office of International Affairs (API)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	N/A
Formula:	N/A
Scope:	Mexico is one of the FAA's most important bilateral partners in terms of air passenger, freight, flight volumes, air traffic coordination, trade in civil aviation products and parts, and emerging technologies such as unmanned aircraft systems and commercial space transportation. The FAA works closely with its Mexican counterparts in almost every area of civil aviation and will continue with its strategic partnership to improve safety, efficiency, regulatory harmonization, cybersecurity protection, and environmental sustainability as cross-border air traffic continues to grow.
Method of Setting Target(s):	The FAA currently engages with Mexican aviation authorities on most target areas and would like to strengthen its working relationship to improve areas of mutual interest.
Historical Data:	N/A

Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A
Completeness:	Target 1: Completion of this target will be the development of the FY23 Mexico Portfolio of Strategic Collaboration. Target 2: Completion of three (3) engagements with AFAC, SENEAM or another Mexican aviation stakeholder. Engagement opportunities include, but are not limited to: • Technical Assistance to AFAC after the conclusion of the FAA International Aviation Safety Audit • Improvement of the exchange and continuity of air traffic surveillance data with SENEAM • Engagement to establish a Positive Safety Culture • Coordination with the Government of Mexico for U.S. space operator launches crossing into Mexican airspace • Sharing of best practices on unmanned aircraft systems regulations, safe integration, and operation • Reengagement on cybersecurity areas of mutual interest • Completion of a webinar on environmental cooperation • Collaboration with the International Civil Aviation Organization's (ICAO) North American, Central American, and Caribbean Regional Office to advance airport certification compliance in Mexico
Reliability:	While the Office of International Affairs' Western Hemisphere Division (AWH) leads the coordination with the various Mexican government agencies and industry, completion of activities identified for Target 2 will rely on subject matter expertise from many FAA Lines of Business and Staff Offices, U.S. government partners, and international stakeholders, such as ICAO.
Verification & Validation:	AWH will brief the Office of International Affairs and the International Governance Board on progress/completion of each target.

Additional Information on Metric	
Public Benefit:	Mexico is the number one destination worldwide for Unites States citizens traveling by air, accounting for 24% (~13 million) of all United States citizens traveling abroad in 2022. The Unites States shares an airspace boundary with three flight information regions (FIRs) in Mexico, and flights to Mexico account for 20% of all flights departing from the United States. Mexico ranks among the top ten global importers of United States civil aircraft, engines, and parts. Aeropuerto Internacional Benito Juarez (AICM) is Latin America's busiest airport by both passenger traffic and aircraft movement, and three of Mexico's airports are part of the top 10 busiest airports in Latin America. In addition, Mexico has the most Last Point of Departure airports to the United States, with 32.
Partners:	AWH will work collaborative across the agency with the following organizations to achieve this measure: FAA Flight Standards (AFS), Air Traffic Organization (ATO), Commercial Space Transportation (AST), Unmanned Aircraft Systems Integration (AUS), Information Security & Privacy Service (AIS); Accident Investigation and Prevention (AVP), Airports (ARP), and the Department of Transportation Aviation and International Affairs Office (OST-X).

Performance Measure Information	
Performance Measure:	**Promote International Adoption of FAA Commercial Space Transportation Regulations**
Performance Goal:	Promote AST regulations and safety practices at international workshops, and international forums.
FY23 Performance Target(s):	Support safety of US launches and reentries overseas through the promotion of US commercial space transportation regulations and build relationships between governments to streamline licensing processes and protect public safety. Engage with at least four countries during Fiscal Year 2023
Performance Narrative	The FAA will engage with civil space and aviation regulatory authorities in at least four foreign countries to promote international adoption of FAA commercial space transportation regulations.
Lead Organization:	Office of Commercial Space Transportation (AST)
Definition of Metric	
Metric Unit:	Number of countries that FAA Office of Commercial Space Transportation has engaged with regarding development of regulations.
Computation:	N/A
Formula:	N/A
Scope:	International bilateral discussions with individual countries to explain FAA regulations for launch, reentry, and the operation of spaceports including methods of compliance and regulatory guidance material to help other countries develop space regulations consistent with FAA, or to accept the FAA License in satisfaction of their own domestic law.
Method of Setting Target(s):	N/A
Historical Data:	In July 2020, UK published space regulations consistent with FAA launch and reentry regulations, and in August 2021 Brazil published space regulations identical to FAA part 450. Both of these international publications are a result of FAA international bilateral discussion focused on international adoption of FAA regulations. FAA Global Leadership objectives include continuing this practice with other countries to promote safety for the growing international commercial space transportation industry.

Data Completeness and Reliability	
Source(s):	We will document agreements or engagements leading to adoption of part or all our regulatory regime.
Statistical Issues:	N/A
Completeness:	The quality of this performance measure can assessed from FAA ability to influence new or updated space regulations or guidance material from other countries following these bilateral engagements. FAA can easily count the number of bilateral engagements in support of this performance measure, but the quality will only fully be measured based on the overall influence those have had in other country published materials. These quality measurements will be limited by the lengthy time it takes for the other country to publish space regulations or guidance material, which sometimes takes years. This limits FAA ability to measure the full quality of this performance objective as not all countries will publish every year.
Reliability:	AST has high confidence in the reliability of this measure. AST's Office of Spaceports will keep track of the number of regulatory bilateral exchanges
Verification & Validation:	AST will be the organization that will setup and lead the discussions, making the verification and validation solely within AST and the documentation of meetings held by AST.
Additional Information on Metric	
Public Benefit:	This measure supports the Global Economic Leadership objective of the DOT FY22-26 Strategic Plan to "[s]upport the economic competitiveness of American businesses and increase international collaboration on trade, standards, and research." The FAA has licensed over 500 commercial space launches, none of which have resulted in fatalities, serious injuries, or property damage to the uninvolved public. This perfect safety record is a sign of the effectiveness of FAA commercial space transportation regulations. The adoption of these regulations by other countries will ensure that commercial launch operations remain safe for the public as they expand globally. As the FAA is legally obligated to regulate launch and reentry activities by U.S. companies operating on U.S. territory and overseas, the adoption of U.S. commercial space transportation regulations by foreign countries will limit the regulatory burden for those U.S. companies operating abroad. In addition, increasing the safety and efficiency of global commercial space transportation will further encourage growth of the space economy.

Partners:	FAA Office of International Affairs (API), FAA Office of General Counsel (AGC), Department of State, commercial space regulators in partner countries.

Performance Measure Information	
Performance Measure:	**Technical Assistance Agreement Process Improvement**
Performance Goal:	Improve the FAA's process for developing and coordinating international technical assistance agreements.
FY23 Performance Target(s):	Target 1: Develop agency-wide technical assistance agreement coordination process and submit for agency coordination. Due September 30, 2023. Target 2: Conclude internal U.S. government clearance of one technical assistance agreement utilizing the new risk-based liability language. Due September 30, 2023.
Performance Narrative:	The purpose of this initiative is to improve the effectiveness and efficiency of the agency's technical assistance process. API, through the Global Strategy and Mission Support Division (APX), will work with key intra-agency partners to improve the process in an effort reduce the time and resources necessary for technical assistance to occur.
Lead Organization:	Office of International Affairs (API)
Definition of Metric	
Metric Unit:	Binary [yes/no] completion of targets.
Computation:	N/A
Formula:	N/A
Scope:	This metric was identified as a priority initiative during the FAA Flight Plan 21 planning process to address the Administrator's need to improve the FAA's process for developing and coordinating international technical assistance agreements. The agency's existing process needed to be more efficient and responsive. Revised agreement language (where appropriate) and processes that increase collaboration across lines of business and promotes cross- organization cooperation are expected to yield overall improvements in the agency's technical assistance process.
Method of Setting Target(s):	These targets were set through discussions with the International Governance Board (IGB) based on agency priorities for global leadership and built upon the foundation set in FY22 as described below.

Historical Data:	FY 2022 Performance Target: Target 1: Conduct a review of the FAA's technical assistance process to identify choke points and make recommendations for streamlining. Draft process documents and explore options for automating the process to enhance transparency and ensure efficient coordination. The target was completed successfully. Following a thorough review of the technical assistance and international agreements processes, a cross-LOB team identified choke points and made recommendations for streamlining to API. In turn, API drafted and published a process document that leveraged new automation tools to enhance transparency and coordination efficiency.
Data Completeness and Reliability	
Source(s):	Data for performance metrics and purposes will be sourced from the FAA as well as global stakeholders of the aviation community.
Statistical Issues:	Much of the technical assistance the FAA provided in previous years was in response to requests from foreign entities, some of which have evolved or no longer exist. The volume of technical assistance requests varies from year to year. While that remains true of the future, the FAA will also seek data-informed tactical implementation of technical assistance to achieve its goals. For these reasons, there may be variance in certain data sets.
Completeness:	Successful achievement will be recognized upon 1) the formal coordination of an agency-wide coordination process for technical assistance agreements, and 2) the conclusion of the U.S. government's clearance of a technical assistance agreement which contains the new risk-based liability language. These measures will be recognized tracked independently from one another, but both must occur to ensure completeness.
Reliability:	These measures reflect extensive agency-wide collaboration conducted to improve the efficiency and effectiveness of the agency's management foreign technical assistance and associated processes. While the measures address identified requirements, it is anticipated that additional processes and a continual evolution of existing policies, processes, and procedures associated with FAA international agreements and/or contracts may be required in the future. This year's measures strengthen the foundation and framework needed to facilitate success in the years to come.
Verification & Validation:	APX will monitor progress and verify that all targets, activities, and performance measures are achieved by September 30, 2023.

Additional Information on Metric	
Public Benefit:	This initiative supports the agency's goal of increasing and maintaining the FAA's preeminence as a global aviation leader. Ultimately, this benefits the American public by strengthening the FAA's ability to engage international organizations, governments, and industry to consistently improve the safety, efficiency and environmental sustainability of the global aviation system.
Partners:	API will work with the following organizations across the agency to achieve this measure: representatives from API, Aviation Safety (AVS), Flight Standards (AFS), Air Traffic Organization (ATO), Chief Counsel (AGC), Airports (ARP), Commercial Space Transportation (AST), the FAA Academy (AMA), and NextGen (ANG). External stakeholders include the Department of Transportation (especially OST-X), and the State Department (especially L/TA), which will provide guidance on key decisions affecting global aviation and international agreement policies.

Operational Excellence Profiles

Performance Measure Information	
Performance Measure:	**Average Daily Capacity (ADC)**
Performance Goal:	Maintain an Average Daily Airport capacity of at least 58,661 arrivals and departures at Core airports
FY23 Performance Target(s):	58,661
Performance Narrative:	The Core airports' individual Average Daily Capacity targets are set after a thorough review of all known projects that can potentially affect capacity and using continuous communication with the four Deputy Directors of System Operations (DDSO) and the facilities. FAA monitors individual airports' targets throughout the year and hosts Average Daily Capacity 101 briefings for the DDSO offices and facilities in order to ensure staff has thorough understanding of Average Daily Capacity and to highlight the importance of accurate reporting of arrival and departure rates. These briefings have been well received by FAA facilities. Average Daily Capacity is tracked continuously and any changes in a facility's Average Daily Capacity that were not anticipated are discussed with the facility. An example of an unanticipated reduction in a facility's Average Daily Capacity is a non-scheduled runway/ taxiway construction or repair project that is initiated after the beginning of the fiscal year.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Average of daily arrival and departure rates during reportable hours.
Computation:	Average Daily Capacity for a given airport and month is the sum of Airport Arrival Rate (AAR) and Airport Departure Rate (ADR) computed over the entire month divided by the number of days in the month during reportable hours. The reportable hours capture periods when at least 90% of Core Airports operations take place and generally exclude overnight hours. The monthly Average Daily Capacity (ADC) for Core 30 airports is the sum of the individual airports' monthly ADC. The annual ADC is calculated by taking a weighted average of the monthly values.
Formula:	$\frac{\text{Sum of Hourly Airport Arrival and Airport Departure Rates during Reportable Hours}}{\text{Number of Days in the Month}}$

Scope:

Only the Core airports are included in this metric. The Core airports are those which have 1% or more of total U.S. enplanements (the DOT large hub airports) or 0.75% or more of total U.S. non-military itinerant operations.

Reportable hours are based on a review of actual flight counts for each of the Core airports and represent a consecutive period when at least 90 percent of an airport's operations take place.

Number of Reportable Hours	Airports
15	IAH
16	ATL, CLT, DCA, DEN, DFW, DTW, IAD, LGA, MCO, MDW, MSP, ORD, PHL, PHX, SAN, SLC, TPA
17	BOS, BWI, EWR, FLL, HNL, LAS, MIA, SEA, SFO
18	JFK, LAX
21	MEM

Each airport facility determines the number of arrivals and departures it can handle for each hour of each day, depending on conditions, including weather. These numbers are the arrival and departure rates of the airport for that hour. Data are summed for daily, monthly, and annual totals.

Annual Average Daily Capacity targets are set prior to the beginning of a fiscal year using historical trend data for the previous three years, information on upcoming construction impacts, procedure changes, etc., and inputs from individual Air Traffic Control facilities.

Method of Setting Target(s):

Annual targets are set using historical trend data for the previous three years, information on upcoming construction impacts, procedure changes, etc., and inputs from individual Air Traffic Control facilities.

Historical Data:

	FY 2020	FY 2021	FY 2022
Target	56,771	58,193	58,962
Actual	58,755	60,370	61,511

Data Completeness and Reliability

Source(s):

The Aviation System Performance Metrics (ASPM) database, maintained by the FAA's Office of Performance Analysis, provides the data for this metric. The individual air traffic facilities for the Core Airports provide arrival and departure rates through the National Traffic Management Log (NTML). FAA staff feed this information into the ASPM database.

Statistical Issues:	N/A
Completeness:	Fiscal year data are finalized approximately 90 days after the close of the fiscal year.
Reliability:	The reliability of ASPM is verified daily by the execution of several audit checks, comparison to other published data metrics, and through the use of ASPM by over 1,300 active registered users. External factors: Arrival and departure rates at airports, which are adjusted in real time throughout the day, are primarily impacted by weather, construction/maintenance impacts, procedural changes, and equipment outages.
Verification & Validation:	FAA leadership reviews the data each month. Data are reviewed at the FAA's Air Traffic Organization (ATO) level on a weekly basis.
Additional Information on Metric	
Public Benefit:	The public benefits from increased capacity by experiencing a decrease in delays and improved on-time performance.
Partners:	Air Traffic Organization (ATO) Service Units and Office of Airports (ARP).

Performance Measure Information	
Performance Measure:	**BIL 30x30: Complete Construction on a Total of 30 Staffed Air Traffic Control Towers by 2030.**
Performance Goal:	Operational Excellence / Bipartisan Infrastructure Law (BIL)
FY23 Performance Target(s):	Award Contract for Airport Traffic Control Tower Design Initiative. Due September 30, 2023
Performance Narrative:	FAA will develop a standard tower design in FY 2022 and 2023 that will enable construction of 30 towers by 2030. In FY22, a first Screening Information Request (SIR) was sent out for a high-level concept. From all submissions, 15 were selected. A second SIR went out to the 15 selected, to gather input on their qualifications. Based on responses, 6 were selected. Finally, a third SIR went out to the 6 finalists to gather more details on their concept and design from which one will be selected. Additionally, during this time frame, FAA will award Service Area and nationwide Basic Ordering Agreements (BOAs), establishing a pool of experienced candidates prepared to compete for subsequent call order construction and construction support awards primarily for other BIL projects but some may also support aspects of the 30x30 goal. FAA intends to award small and medium BOAs for the Eastern/Central/Western Service Areas, small and medium BOAs for Alaska, and several nationwide BOAs.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Complete the target on or before its due date.
Computation:	N/A
Formula:	N/A
Scope:	FAA owns and maintains many airport traffic controls towers across the U.S. that have exceeded their life expectancy and are past due for replacement. Accordingly, FAA is launching an effort to accelerate the rate at which it replaces aging facilities that do not meet today's building codes and/or technological needs. In order to address airport traffic control towers (ATCT) in rural and underserved communities, FAA initiated a significant effort on new construction for 30 of these facilities.

Method of Setting Target(s):	Milestones were identified and coordinated to support the timely completion of construction for 30 Staffed Air Traffic Control Towers by 2030. The milestones of the construction process were mapped into Fiscal Year deliverable, at an ambitious pace that will ensure completion by 2030. The FY22 deliverable is positioning the FAA for an Airport Traffic Control Tower Design contract award in FY23.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	The Air Traffic Control Tower Design Initiative relies on multiple data sources. Some of these sources that support this initiative are architect-engineering design proposals, field surveys, environmental impact analyses, soil and geotechnical investigations, and construction management services.
Statistical Issues:	N/A
Completeness:	The completeness of the data is assessed based on input from a team of experts across FAA Lines of Business and ATO Service Areas.
Reliability:	N/A
Verification & Validation:	The content of the data used for this initiative is verified through workgroup discussions with Subject Matter Experts (SMEs) within the FAA and across ATO Service Areas. The nature of the data varies depending on the milestone of the construction projects that are addressed. The validation process incorporates best practices recommended nationwide.
Additional Information on Metric	
Public Benefit:	This effort is of benefit to our country, and will significantly improve access to air transportation in rural and underserved communities. It will build up local economies and will offer many opportunities for small businesses and small disadvantaged businesses. It will deliver a Sustainable Tower Design and Construction, which will benefit our National Aerospace Systems for decades to come.
Partners:	This goal is an agency-wide endeavor. The ATO works in close partnership with AFN, APL, local transportation authorities, aviation stakeholders and many specialized providers across the construction and aviation industries.

Performance Measure Information	
Performance Measure:	**Aircraft Noise**
Performance Goal:	Lead efforts in collaboration with aviation stakeholders to address aircraft noise in the United States and ensure up-to-date and effective noise policies.
FY23 Performance Target(s):	Target 1: Initiate public and stakeholder engagement in the FAA noise policy review process. Due January 31, 2023. Target 2: Complete initial noise policy review and identify potential policy options. Due September 30, 2023.
Performance Narrative	FAA's Executive Noise Working Group (ENSG) and its members are overseeing progress of this project. FAA has also signed an Interagency Agreement (IAA) with the Federal Mediation and Conciliation Service (FMCS) to support FAA's effort in reviewing our noise policy.
Lead Organization:	Lead: Office of Environment & Energy (AEE) Supporting: ATO, ARP, ARA, AST, AVS, AIR, AUS, and AFS
Definition of Metric	
Metric Unit:	Progress on Noise Policy Review project.
Computation:	N/A
Formula:	N/A
Scope:	The Aircraft Noise performance measure highlights that aircraft noise and associated community concerns remain an Agency priority. FAA is initiating a policy review to assess the state of the FAA's civil aviation noise policies, the effectiveness of the agency's efforts to address noise, including community engagement efforts and research advancing noise mitigation, and to identify the need for any changes to existing policy. The aviation sector's recovery from the impact of COVID provides an excellent opportunity for the FAA to develop and implement new policies and management approaches using existing authority to address noise impacts as manned air traffic recovers to pre-pandemic levels over time. This will be particularly important because as manned air traffic recovers and continues to grow and new entrants increase operations, it will likely be perceived as new unwanted noise that will generate new noise complaints.
Method of Setting Target(s):	The two targets were selected based on anticipated progress of the policy review before the project had begun.
Historical Data:	N/A

Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A
Completeness:	N/A
Reliability:	The key factor that could influence the outcome of this measure is engagement within FAA and by our stakeholders. A lack of engagement (or requests for additional engagement with stakeholders) could extend the timescale needed to complete our policy review.
Verification & Validation:	N/A
Additional Information on Metric	
Public Benefit:	There is substantial public and congressional interest in Aviation Noise, and any changes that result from the noise policy review are expected to provide benefit to the public.
Partners:	Anticipated Stakeholders: Federal Interagency Committee on Aviation Noise (FICAN), Industry, Airlines, Airports, Roundtables, Public.

Performance Measure Information	
Performance Measure:	**Timely Licensing Determinations for Commercial Space**
Performance Goal:	Complete thorough well-documented licensing determinations for launch and reentry vehicle and site operations within statutory deadlines for all new authorization applications received.
FY23 Performance Target(s):	100% of applications for a new license or experimental permit processed within statutory deadlines
Performance Narrative:	AST works with entities seeking authorization for launch and reentry vehicles and site operations through its pre-application consultation process. Once AST accepts a formal application, by statute, it has 180 calendar days for a license (120 calendar days for an experimental permit) to perform its evaluation and reach a determination. The determination is supported by a technical evaluation document. AST seeks to complete its evaluation and determination in no more than the statutory limit.
Lead Organization:	Commercial Space Transportation (AST)
Definition of Metric	
Metric Unit:	Pass/Fail
Computation:	This is calculated by determining the number of calendar days between the days the application was accepted to the day a determination was made, then subtracting the days the application was tolled, if tolling occurred. If all applications are determined within the statutory deadline, the AST passes this target.
Formula:	IF ((Date of determination - Date of application acceptance) – (Date untolled – Date of toll)) > 180 (licenses) or 120 (permits) days THEN FAIL
Scope:	The target includes all new authorization applications for launch and reentry open at the start of and received during FY23. It does not include applications for modifications or waivers.
Method of Setting Target(s):	The FAA is regulated under Title 51 to complete an application evaluation and make a determination within 180 days for licenses and 120 days for experimental permits.
Historical Data:	Prior to 2020, FAA made all determinations within the statutory deadline except for one experimental permit in 2006 that was delayed due to completing our public review and comment responsibilities under the National Environmental Policy Act (NEPA).

Data Completeness and Reliability	
Source(s):	This data come from internal tracking during the license/permit application process.
Statistical Issues:	No known statistical issues.
Completeness:	There are no concerns for the completeness and quality of this performance data. The date of receipt, tolling, and determination are computed by AST personnel. Any issues will be discussed and resolved by AST leadership.
Reliability:	The method of determining the dates relevant to this target is well established and consistent across the organization. There are no internal or external factors that would degrade the reliability of the data.
Verification & Validation:	AST personnel familiar with the operator and the licensing process verify the data entered. Any issues with the data will be resolved by AST leadership. The data is reviewed by the entire licensing team on a weekly basis.
Additional Information on Metric	
Public Benefit:	Providing efficient, consistent, and reliable determinations is imperative to advocate and support the growth of the US Commercial Space Transportation industry. In addition, the public can be certain that AST considers public safety the number one priority, whereby safety is not compromised in order to expedite application evaluations.
Partners:	External stakeholders to include the commercial space launch operators.

Performance Measure Information	
Performance Measure:	**Critical Acquisitions Milestones on Schedule**
Performance Goal:	90% of the critical acquisition milestones (86) are achieved by their scheduled due dates.
FY23 Performance Target(s):	90% of the critical acquisition milestones are achieved by their scheduled due dates.
Performance Narrative:	FAA tracks and reports the status of all targets using the Strategic Planning, Implementation, Reporting, and Evaluation (SPIRE) Portal tool, an automated database. FAA lines of business and staff offices (LOB/SO) provide a monthly color assessment that indicates their confidence level in meeting their established milestones. Commentary is provided monthly that details problems, issues, and corrective actions to ensure milestones meet their planned target dates. The performance status is reported monthly during the AFN's monthly Performance Management Review and FAA's Performance Committee meetings.
Lead Organization:	Office of Finance and Management (AFN)
Definition of Metric	
Metric Unit:	The number of milestones completed by their target due date, compared to the number of milestones selected as the starting baseline of measurement, results in the percentage of milestones completed by their target due date.
Computation:	Performance is measured by dividing the total number of milestones for the fiscal year that are completed on or before their target due dates by the total number of milestones planned.
Formula:	$\frac{\text{(Total Number of Critical Acquisition Milestones) Met}}{\text{Total Number of Critical Acquisition Milestones Tracked}} \times 100$
Scope:	The designation of "critical acquisition programs" in the title of the performance target expresses the critical value of the program to the FAA. Critical Acquisition Programs are defined as strategically important to the FAA and/or programs with an approved Acquisition Program Baseline (APB) or Execution Plan (EP). FAA organizations, in coordination with the Capital Program Formulation Branch (ABP-310), select annual milestones and completion dates based on established criteria. The schedule measure is set to only those milestones selected for the fiscal year. Once the selected milestones are approved, no milestones are added, deleted, or changed during the year unless external factors impact the programs' ability to accomplish the milestone.

Method of Setting Target(s):	Maintaining the 90 percent target each year ensures that the FAA demonstrates its commitment to meet cost and schedule goals and benchmarks using a 90% target parameter that is well established across government agencies.
Historical Data:	

	FY 2018	FY 2019	FY 2020	FY 2021	FY2022
Target	90%	90%	90%	90%	90%
Actual	95.16%	97.50%	97.00%	93%	95.8%

Data Completeness and Reliability	
Source(s):	The FAA tracks and reports the status of all targets using the Strategic Planning, Implementation, Reporting, and Evaluation (SPIRE) Portal tool, an automated database. FAA LOB/SOs provide a monthly status in the SPIRE Portal indicating their progress towards meeting their milestones.
Statistical Issues:	The programs and milestones that are selected each fiscal year represent a cross-section of programs within the Agency. There is no bias with the selection of milestones, and there are established criteria for selecting milestones included in the annual goal. The milestones selected represent the program offices' determination as to what efforts they deem "critical" or important enough to warrant inclusion in the performance goal for the year.
Completeness:	This measure is current with no missing data. Reporting begins 30 days after the finalization of the milestones included in this measure.
Reliability:	Each FAA organization uses the data during periodic acquisition program reviews to determine resource requests. They are also used during the annual budget preparation process, for reporting progress made in the President's budget, and for making key program management decisions. The monthly status is reported through the automated databases and included in monthly high-level management reviews. Since the "Critical Acquisition Milestone on Schedule" target is a fiscal year performance measure, the specific milestones and dates selected are not changed (unless external factors impact the programs' ability to accomplish the milestone). Some external factors that may affect the achievement of this performance target include funding limitations, unanticipated political developments, legislative constraints, global pandemics, or policy changes. Once the milestone is approved, it is reported on with detailed commentary each month and assigned a red, yellow, green, purple, or blue confidence indicator that the milestone will be met on schedule. These detailed reports are reviewed at all levels of the appropriate organization, executive levels up to the Performance Committee.

Verification & Validation:	Programs provide monthly updates of the critical acquisition milestones using the SPIRE Portal tool. A rigorous assessment and review process is conducted monthly to ensure status and appropriate commentary are completed. APB and EP milestone statuses are analyzed against data in the SPIRE Program Information and Reporting (PIR) tool. Each completion is cross-checked against completion criteria that were pre-determined at the beginning of the fiscal year.
Additional Information on Metric	
Public Benefit:	The FAA's ability to keep acquisitions within specific schedule dates demonstrates the Agency's commitment and accountability to meet key schedule commitments. These commitments also indicate the FAA's ability to manage programs that will allow for a timely transition of NextGen programs. The transition involves acquiring numerous systems to support precision satellite navigation, digital, networked communications, integrated weather information, layered adaptive security, and more.
Partners:	ABP-310 works with the LOB/SOs across the agency responsible for the programs selected.

Performance Measure Information	
Performance Measure:	**Apply More Agile Structure of Services and Service Levels across the NAS (MASS)**
Performance Goal:	Apply a More Agile Structure of Services and Service Levels (MASS) to at least one real world operational example of a change in service level. This will serve to validate a criteria based framework refining what services are needed at what locations and when to meet evolving stakeholder demands.
FY23 Performance Target(s):	Apply initial framework and criteria to at least one FAA real world operational example of a change in service level to validate the framework leading to more consistent, data driven decisions. Due September 30, 2023
Performance Narrative	The identification of existing service levels and system services aims to help transform NAS services and have been initially defined for Air Traffic Management Services using the NAS Enterprise Architecture Service Levels as the foundation. This previously developed framework will be applied to at least one real world operational situation to validate its potential for more consistent, data driven decision making for future service provisioning assuring the right service at the right place at the right time.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Successful completion of target.
Computation:	N/A
Formula:	N/A

Scope:	FAA's current paradigm struggles to keep pace with the strain of evolving traditional NAS stakeholder demands while also introducing new entrants for supersonic, commercial space, and Advanced Air Mobility operations, as other emerging technologies further stress our legacy systems. An initial MASS framework was developed through identification of processes, methods, and criteria that are working and applicable across the agency today, but also through identifying gaps that need to be resolved to better define services and service levels. A future common definition of "NAS Services" will enable FAA to develop data-driven methods to evaluate current systems and services compared against evolving stakeholder demands. The scope includes inventorying current agency policies, procedures, and metrics for providing NAS services and developing an agile, tiered framework for future service provision related decisions; assuring right service, right place, right time approach. This year's effort examines use cases to refine the MASS framework: • Looking at Tiers of Facility levels, Airspace Classifications, Navigation Service Groups, • Examining Use Cases such as Airport Investment Planning activities using airports that have recently seen significant increases in demand • Leveraging these service levels for air traffic control and national enterprise facilities levels based on their relative criticality to NAS operations, allowing the FAA to prioritize resources according to service level
Method of Setting Target(s):	Milestones were identified and coordinated to support Flight Plan 21, FAA's FY22-26 Strategic Plan. This initiative will help to propel the FAA through the 21st century by shifting its approach and prioritizing resources for investment in – and sustainment of – the NAS. The development of a tiered service level approach assures the right services and systems are provided to the right stakeholders at the right time. Additionally, this approach will lead to a repeatable data-driven and operationally driven decision making process for NAS Services.
Historical Data:	This effort will leverage historical metrics and data identified through the development of the initial framework in FY22.

<table>
<tr><th colspan="2">Data Completeness and Reliability</th></tr>
<tr><td>Source(s):</td><td>
<table>
<tr><th>Source Material</th><th>Data Source Lead Office</th></tr>
<tr><td>FCT data</td><td>Air Traffic Services (AJT)</td></tr>
<tr><td>NPIAS data</td><td>Office of Airports (ARP)</td></tr>
<tr><td>Airspace Infrastructure Modernization data</td><td>Strategy Directorate (AJV-S) and Next Generation (ANG) Air Traffic System</td></tr>
<tr><td>VOR MON data</td><td>Program Management Office (AJM)</td></tr>
<tr><td>Space Integration Strategy</td><td>Commercial Space Transportation (AST) and ATO System Operations</td></tr>
<tr><td>ATO UAS Services Plan</td><td>AJV-S</td></tr>
<tr><td>Advance Air Mobility data</td><td>UAS Integration Office (AUS)</td></tr>
</table>
</td></tr>
<tr><td>Statistical Issues:</td><td>N/A</td></tr>
<tr><td>Completeness:</td><td>By leveraging the NAS Enterprise Architecture Service Groups, this effort will identify any changes needed as synopsis threads for Service Identification, Service Categories Identification, and Existing Services & Service Levels with related metrics.</td></tr>
<tr><td>Reliability:</td><td>The FAA safely and efficiently integrates traditional, new/advanced, and/or non-traditional operations into the NAS without significant resource expenditure. This effort will maximize the ATO system level dashboard and existing data sources. The level of detail varies based on the organization that provides each data source. Where appropriate and available, external stakeholder processes are factored into the data. The initial framework leveraged past lessons learned and metrics applied to future considerations for emerging entrants to drive the FAA to consistent, repeatable, and defendable decisions on service provisioning across the NAS.</td></tr>
<tr><td>Verification & Validation:</td><td>The workgroup plans to execute trial use cases to verify the content of the data and validate its accuracy in FY23.</td></tr>
<tr><th colspan="2">Additional Information on Metric</th></tr>
<tr><td>Public Benefit:</td><td>As more Americans move to different parts of the country, airline services have followed those trends. For example, airlines scheduled many more flights to Florida after the widespread adoption of air conditioning in the 1950s contributed to the state’s rapid population growth. Similar shifts in demand will likely occur in the future due to the growth of emerging entrants and environmental factors. This initiative seeks to prepare the NAS for such upcoming changes in service levels.</td></tr>
<tr><td>Partners:</td><td>ATO’s Mission Support Services will perform extensive collaboration across the agency to accomplish this goal.</td></tr>
</table>

Performance Measure Information	
Performance Measure:	**Focus $19.4 Billion in BIL Funds on Airport Modernization and Safety Infrastructure Projects**
Performance Goal:	Announce the intent to award grants to terminal projects and new/rehabilitations pavement projects.
FY23 Performance Target(s):	Five terminal projects and 85 new/rehabilitations pavement projects.
Performance Narrative:	A Notice of Funding Opportunity closed on October 24, 2022 for the FY23 BIL Airport Terminal Program. The Notice of Intent to fund 98 Terminal projects including terminals and roadways was announced on February 27. For the pavement goal, the Office of Airports plans to issue about 7 BIL Airport Infrastructure Grant (AIG) Packages in FY23. Many of the AIG projects include new or rehabilitation pavement projects.
Lead Organization:	Office of Airports (ARP)
Definition of Metric	
Metric Unit:	These metric tracks, on an annual basis, the number of terminal projects selected for BIL ATO funding each year through FY2026; and the number of new or rehabilitation pavement projects funded with BIL AIG allocations funds through 2030. The overall goal is to participate in completing 20 Terminal and 400 New or Rehabilitation Pavement projects by 2030.
Computation:	The number of terminal projects is determined by the number of terminals projects included in the ATP Notice of Intent to Fund Announcement each year. The number of new or rehabilitation pavement projects is determined by the project description. We will move to the use of specific work codes included in the System of Airport Reporting (SOAR).
Formula:	Currently, both computations are manual. Pavement calculations will move to work codes during FY23.

Scope:	This overall metric is the lifetime aggregate expenditure of BIL funds on airport modernization and safety infrastructure projects. Meeting the target requires that both 20 terminals and 400 new or rehabilitated pavement projects are partially funded with BIL grant funds. Airport modernization projects are defined as projects that construct, expand, modify, improve, or update an airport terminal building. Safety infrastructure projects are defined as projects that enhance airport safety to meet FAA design standards (AC5300-13b and other relevant guidance). A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. A terminal building is defined as a structure where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft. Pavement projects are defined to include runways, taxiways, aprons, access roads, and other airport miscellaneous pavements. A rehabilitated pavement project is defined as restoration of pavement that has a condition index less than 70 back to original functionality. Participation is defined as issuance/execution of a BIL grant that funds at least a portion of a project.
Method of Setting Target(s):	This was a new program so the initial number of terminal projects to be funded each year was set at one over the number of funding categories required in BIL. The pavement projects established based on pavement projects funded each year under the Airport Improvement Program. The AIG target was lower than the AIP because AIG funds have a boarder level of eligibility and do not have a system for prioritizing pavement projects over other types of eligible airport projects.
Historical Data:	**Terminal Projects and Pavement Projects** | | FY 2022 Terminal | FY 2022 Pavement | | Target | 5 | 40 | | Actual | 80 | 110 |

Data Completeness and Reliability	
Source(s):	The ATP project applications provide a description of the project scope. For AIG pavement projects SOAR contains all relevant capital planning and financial data. It has capital planning information to include project description, funded scope, and the pavement condition index, if applicable. It also has financial information on grant approvals, statuses, and expenditures.
Statistical Issues:	This metric requires summing expenditures. It also requires counting specific terminal and pavement projects. No statistical issues are expected.
Completeness:	The data for this measure is complete. All BIL grant funding is processed through SOAR and requires all statutory and administrative requirements are met before a grant is issued.
Reliability:	The data for this measure is reliable. All BIL grant funding is processed through SOAR and is verified at multiple times and levels throughout the well-defined process.
Verification & Validation:	SOAR is a verified and validated data source. Transactional data on each expenditure and details on each project can be provided on request. The Terminal projects is validated through the NOI spreadsheet.

Additional Information on Metric	
Public Benefit:	The success of BIL is ensuring the funds are used as intended to modernize infrastructure, increase equity in transportation, help fight climate change, strengthen the supply chain, and create jobs. AIG and ATP funds will Improve safety and efficiency at our nation's airports. The ATP program helps modernize and construct airport terminals and associated roadways, multimodal terminals, on airport rail access and airport sponsor owned airport traffic control towers. AIG funding can be used for any Passenger Facility Charge eligible project, except debt service. Many airports will use AIG funding to support airport pavement projects. Significantly deteriorated runway pavement can cause damage to airframes, engines, and landing gear; unnecessarily compromising safety, and leading to higher rehabilitation costs. Periodic maintenance of runways, particularly resurfacing, has proven a cost-effective way to delay the need for major runway rehabilitation. The FAA funds a broad range of capital infrastructure development at most NPIAS airports; however, airports are generally responsible for funding periodic and ongoing maintenance. More significant rehabilitation, resurfacing or reconstruction projects may be funded through a variety of funding sources, including Airport Improvement Program (AIP) grants, Passenger Facility Charge (PFC) revenues, airport revenues, and now AIG allocations.
Partners:	FAA's Regional Airports Division and Airports District Offices partner with individual airports sponsors to identify projects eligible for ATP or AIG funding. External partners also include State aeronautical agencies and other aeronautical user groups.

Performance Measure Information	
Performance Measure:	**Global Leadership on Aviation and Climate Change**
Performance Goal:	Demonstrate continued global leadership on climate change through international engagement, action at the International Civil Aviation Organization, and execution of the U.S. Aviation Climate Action Plan.
FY23 Performance Target(s):	Target 1. Implement elements of Sustainable Aviation Fuel Grand Challenge Roadmap and initiate ballot for American Society for Testing and Materials (ASTM) specification for 100% Sustainable Aviation Fuels Due: July 31, 2023. Target 2. Support ICAO environmental capacity-building initiatives in at least 3 ICAO regions by participating in: ICAO's Assistance, Capacity- Building and Training (ACT) for Sustainable Aviation Fuels (SAF) (ACT- SAF) program, regional environmental conferences, and/or international research projects or partnerships. Due: September 30, 2023.
Performance Narrative:	The U.S. Aviation Climate Action Plan (CAP) is a submission by the United States to the International Civil Aviation Organization (ICAO) that reflects the actions as well as specific future plans taken domestically to address aviation's climate impacts. The United States submitted a revised CAP in November 2021. It contains a number of actions that will enable decarbonization of the U.S. aviation industry. Given aviation's international impacts, and the Administration's goals of increased U.S. global leadership, we are working with others to encourage similar actions globally.
Lead Organization:	Office of Environment & Energy (AEE)
Definition of Metric	
Metric Unit:	Target 1: ASTM Ballot Initiation Target 2: Participation
Computation:	Target 1: ASTM Ballot Initiated?: yes/no Target 2: ICAO Participation: yes/no
Formula:	N/A
Scope:	The U.S. Aviation Climate Action plan is an all-encompassing document that examines all aspects of aviation (i.e., aircraft, airports, operations, fuels, policies). The document examines the contribution of each to the overall CO_2 emissions from aviation as well as the means that are in place or will be in place to reduce those emissions.

Method of Setting Target(s):	Target 1: An activity under the SAF Grand Challenge includes advancing 100% SAF specifications. To support this effort, a target was set to initiate the ASTM Ballot for 100% SAF standardization. Target 2: U.S. participation in ICAO initiatives, including ACT-SAF, supports U.S. priorities at the global level to decarbonize the aviation sector. To ensure U.S. leadership in this area, a target was set to track U.S. efforts in 3 ICAO regions.
Historical Data:	The United States (through FAA) submitted an initial Aviation Climate Action Plan in 2012 and a revised Aviation Climate Action Plan in 2015. The United States (through the FAA) plays a key role in the development of ASTM specifications for jet fuel and synthetic jet fuels (e.g., sustainable aviation fuels). The most recent U.S. Aviation Climate Action plan was released in November 2021. The SAF Grand Challenge was announced in September 2021 and the roadmap was released in September 2022.
Data Completeness and Reliability	
Source(s):	Target 1: Information on balloting comes from ASTM Committee D02 Subcommittee J working group meetings and is documented via ASTM D7566, ASTM D1655 and ASTM D4054 Research Reports. The goal to support 100% SAF specification is found within the SAF Grand Challenge Roadmap. Target 2: The U.S. Aviation Climate Action Plan and ongoing U.S. efforts within the ICAO Fuels Task Group and CORSIA program document the need for continued U.S. participation at the international level.
Statistical Issues:	N/A
Completeness:	Target 1: Completeness would be the initiation of a ballot at ASTM Target 2: Completeness would be documentation of U.S. participation and research projects
Reliability:	N/A
Verification & Validation:	Target 1: FAA participates at ASTM and will know if balloting has been initiated. FAA participation at monthly ASTM meetings ensures that FAA can determine if the target is on-track. Target 2: FAA engagement in the 3 ICAO regions through travel and research projects and will know to where and for what purpose experts have traveled. Ongoing FAA travel and project management ensures that this target is on-track.

Additional Information on Metric	
Public Benefit:	The public is increasingly concerned about the climate crisis. Aviation is a difficult to decarbonize sector and there is often little public information available on what the industry is doing to address the crisis. The benefit of publicly-available documents such as the SAF Grand Challenge Roadmap and the U.S. Aviation Climate Action Plan is to provide an outline of actions being taken as well as an accurate assessment of aviation's role in contributing and addressing the climate crisis.
Partners:	FAA will consult with all relevant U.S. agencies, including the Department of Transportation, Department of Energy, Department of State, EPA, Department of Agriculture, and NASA. If information directs FAA to other agencies with relevant information, FAA will consult with those agencies as well. FAA will also consult with relevant international partners through ICAO, including ICAO member states. FAA additionally coordinates with ASTM International members that include industry original equipment manufacturers as well as aviation stakeholders (fuel producers, airports, etc.) via the Commercial Aviation Alternative Fuels Initiative (CAAFI). FAA also coordinates with multiple stakeholders (academia, government, industry) in the 3 ICAO regions through international research projects.

Performance Measure Information	
Performance Measure:	**Sustainability – FAA Facilities and Operations**
Performance Goal:	Identify New Buildings Entering the Design Phase in FY 2023 and Ensure the Guiding Principles for Sustainable Federal Buildings are Included in the Design for Applicable Facilities
FY23 Performance Target(s):	N/A
Performance Narrative:	Executive Order (EO) 14057, signed December 2021, requires federal agencies to ensure that all new construction and modernization projects greater than 25,000 square feet and entering the planning stage after January 31, 2022, are designed, constructed, and maintained to meet and, wherever practicable, exceed Federal sustainable design and operations principles for new construction and modernization projects in accordance with CEQ's Guiding Principles for Sustainable Federal Buildings (Guiding Principles). The FY23 performance target puts the FAA on the correct path towards compliance.
Lead Organization:	Office of Environment and Energy (AEE), with supporting organizations Air Traffic Organization (ATO), NextGen (ANG), and Finance and Management (AFN)
Definition of Metric	
Metric Unit:	Number of applicable buildings including the guiding principles in design over number of applicable buildings identified as entering the design phase in FY23.
Computation:	Buildings in the design phase will include the guiding principles in the design documents. After built, a building is designated as a Sustainable Federal Building by meeting the Guiding Principles. This is accomplished by assessing the facility, usually during the commissioning phase. The Federal Real Property Profile Management System is updated to reflect the status of the facility.
Formula:	N/A
Scope:	New facilities entering the design phase in FY 2023 and beyond
Method of Setting Target(s):	EO 14057 established numerous new sustainability goals for federal agencies. This target was selected as it is something that goes into effect immediately and buildings meeting the target will help the agency reach other goals in the EO.
Historical Data:	N/A

Data Completeness and Reliability	
Source(s):	LOB Energy Management professionals
Statistical Issues:	N/A
Completeness:	Organizations must include all guiding principles in their design documents. There is no credit given for facilities that fail to include all of the principles.
Reliability:	This target can be impacted by delays in project management and the design phase taking longer than expected.
Verification & Validation:	The Guiding Principles and associated guidelines for assessment are established by the Council on Environmental Quality. Agencies are afforded the responsibility to self-certify their facilities as compliant with each of the principles. AEE and Aviation Property Management (APM) reviews assessment documentation to help ensure the facility is accurately certified as sustainable. Documentation is available for OST or OMB review, upon request.
Additional Information on Metric	
Public Benefit:	The Federal government is the largest purchaser of energy in the United States. All agencies are charged with reducing energy and water consumption in order to make these resources more available for the general public.
Partners:	AEE will work collaboratively with the following organizations to achieve this measure: Mike Monroney Aeronautical Center (AFN/MMAC), Air Traffic Technical Services (ATO/AJW), and Next Gen/William J Hughes Technical Center (ANG/WJHTC). External stakeholders include the Department of Transportation (DOT).

Performance Measure Information	
Performance Measure:	**Increase Awareness of National Air System Initiatives**
Performance Goal:	Increase public, congressional, media, industry and pilot education and understanding of National Air System initiatives by providing them with safety information and the opportunity to directly engage with FAA subject matter experts.
FY23 Performance Target(s):	Exceed user participation and engagement by measuring participation and engagement metrics for live digital events hosted in FY22 by 15% through FY23.
Performance Narrative	AOC plans to meet the performance target by increasing information and engagement, including user feedback and Q&A during live events.
Lead Organization:	Office of Communications (AOC)
Definition of Metric	
Metric Unit:	The ways we make safety information, education and engagement opportunities available to audiences.
Computation:	Increase live event engagement, including related social posts, influencer outreach (calculated by their followers), blogs and podcasts.
Formula:	Increase engagement with live digital events by 15% over fiscal year 2022.
Scope:	All publicly available safety information provided through live events and related social media, blogs, podcasts and influencer reach.
Method of Setting Target(s):	15% increase in engagement with safety information shared to the public.
Historical Data:	FY 22: 4,198 questions and comments Total engagement for Live Events submitted through Q&A Form, Social Media Platforms or Zoom Q&A Feature.
Data Completeness and Reliability	
Source(s):	Social media metrics, blog metrics, podcast metrics, influencer reach and live events Q&A engagement (Live Events submitted through Q&A Form, Social Media Platforms or Zoom Q&A Feature).
Statistical Issues:	This is a baseline year for this OSI. The metric reflects public live events hosted by FAA Communications (AOC). It does not include internal events, private meetings and webinars hosted by FAVES or other FAA offices/LOBs because AOC does not have access to their metrics on-demand.
Completeness:	Data will be verified for completeness, accuracy, consistency, and timeliness.

Reliability:	AOC can provide safety information, education and opportunities to engage with subject matter experts and will measure our ability to reach wider audiences with the information.
Verification & Validation:	AOC is responsible for the policy, direction, and management of the agency's communications with the public and FAA employees. We embrace the core values of the FAA and relate them to our everyday responsibilities in supporting the FAA and the public. AOC contributes to the FAA's mission by delivering timely and accurate safety information to the public and FAA workforce.
Additional Information on Metric	
Public Benefit:	AOC strives to ensure the public has full and easy access to information critical to safe operations within the National Airspace System. AOC ensures the audience is connected and engaged using modern digital platforms. As a data-driven organization, AOC examines the return on investment for every project, and makes adjustments to ensure we provide maximum value. We constantly strive to improve how and where we communicate to reach wider and non-traditional audiences.
Partners:	DOT, aviation stakeholders, social media influencers, and various offices in the FAA.

Performance Measure Information	
Performance Measure:	**FAA Advanced Air Mobility (AAM) Implementation Plan**
Performance Goal:	Develop a singular implementation plan that incorporates all of the agency work streams that must be completed in order to enable initial Advanced Air Mobility (AAM) services in the National Airspace System.
FY23 Performance Target(s):	Target 1: Develop a report illustrating specific examples of operational use cases that highlight Advanced Air Mobility (AAM) Beyond Visual Line of Sight (BVLOS) National Airspace System (NAS) Evaluation (BNE) Phase 2 flight operations and the required capabilities and operations in live and simulated flights. This report will consider existing and emerging capabilities to formulate operational use cases. Further, this report will capture the impacts of a new platform, new test site, and extended live flight evaluation period on the previous Use Case Report and expand upon the operations, capabilities, and interactions to be exhibited during the evaluations. Due January 31, 2023 (Complete) Target 2: Finalize membership of leadership and working groups to include: Advanced Air Mobility (AAM) Leadership Team consisting of FAA management/directors and Innovation Teams (iTeams) consisting of FAA subject matter experts as well as interagency and industry members as needed. Due February 28, 2023 (Complete) Target 3: Develop a draft Advanced Air Mobility (AAM) implementation plan to outline the roles and responsibilities of AAM stakeholders, as well as describe the infrastructure and capabilities needed to enable AAM operations alongside other air traffic within the NAS in the 2028 timeframe. This living document will mature as the FAA works with stakeholders to refine the strategy for implementation. Due May 31, 2023
Performance Narrative:	The Office of NextGen (ANG), in collaboration with the other LOBs, has developed an AAM leadership team that meets regularly to discuss progress, establish goals, and coordinate on an initial implementation plan. Additionally, the AAM leadership team continues to meet with industry, state, local and tribal entities to ensure a coordinated approach to establishing a plan to implement AAM into the NAS in the near-term. Additionally, the ANG UAM team has provided a report that illustrates specific examples of operational use cases that highlight Advanced Air Mobility (AAM) Beyond Visual Line of Sight (BVLOS) National Airspace System (NAS) Evaluation (BNE) Phase 2 flight operations and the required capabilities and operations in live and simulated flights.

Lead Organization:	NextGen (ANG)
Definition of Metric	
Metric Unit:	Complete the three targets by the required due dates.
Computation:	N/A
Formula:	N/A
Scope:	This performance measure was based on the work plan put forth by ANG, in coordination with FAA leadership.
Method of Setting Target(s):	These targets were selected as the key events in FY23 to ensure progress is made towards implementing AAM in the NAS.
Historical Data:	This is the first phase of integrating AAM in the NAS ecosystem.
Data Completeness and Reliability	
Source(s):	N/A
Statistical Issues:	N/A
Completeness:	The report illustrating specific examples of operational use cases that highlight Advanced Air Mobility (AAM) Beyond Visual Line of Sight (BVLOS) National Airspace System (NAS) Evaluation (BNE) Phase 2 flight operations and the required capabilities and operations in live and simulated flights was delivered in January 2023. The AAM Leadership Team was identified by the FAA Management Board in December 2022. The Draft Initial Implementation plan is in process and is on schedule to deliver an initial draft in May 2023 timeframe. This plan will be limited based on the availability of information from potential operational sites and aircraft certification status.
Reliability:	N/A
Verification & Validation:	The AAM leadership team meets regularly to share information across the teams and LOBs. Additionally, ANG meets weekly with the FAA Management Board to ensure they are up to date on the status of all related efforts. Resources are provided by leadership to ensure goals are met.

Additional Information on Metric	
Public Benefit:	This performance measure is important to the public since it creates a pathway to implement an AAM capability that will bring transportation benefit to the general public, and provide an opportunity for greater economic development.
Partners:	As directed by the Advanced Air Mobility Coordination and Leadership Act, October 2022, the FAA was directed to partner with DOT, NASA, Department of Commerce, FCC, Department of Energy, Department of Labor, Department of Commerce, NASA, Department of Defense, Department of Agriculture, and Department of Homeland Security. DOT has formed an interagency working group to ensure collaboration between these entities. Other stakeholders are industry, state, local and tribal governments where these AAM operations may occur.

Performance Measure Information	
Performance Measure:	**Increased Data Accessibility**
Performance Goal:	Use modern, open technologies to communicate and help the public and FAA employees operate safely and make informed decisions.
FY22 Performance Target(s):	Increase user satisfaction by 30% by making more information and data available to a wider and non-traditional audience by routinely webcasting public meetings and safety summits, deploying tools that work on mobile devices, and providing data outside of the FAA's network through modern platforms such as application programming interfaces (API), geographic information systems (GIS), and data visualizations.
Performance Narrative	AOC plans to meet the performance targets by increasing information and data accessibility and engagement, including user feedback and Q&A.
Lead Organization:	Office of Communications (AOC)
Definition of Metric	
Metric Unit:	The number of social media impressions
Computation:	Increase platform growth, influencer outreach (calculated by their followers), posts with tableau charts and data, blogs, podcasts, and live event engagement.
Formula:	Increase user satisfaction and publicly accessible information by 30% over fiscal year 2022.
Scope:	All publicly-available information and data provided through social media, blogs, podcasts, live event webcasting, web tableau visualizations, and influencer reach.
Method of Setting Target(s):	30% increase in engagement with information shared to the public
Historical Data:	FY22: 7 podcasts, 64 blogs, 51 external live events, 4,198 submissions of questions and comments on live events. FY23 Note: Some of these metrics will shift from volume measurements to engagement with information.
Data Completeness and Reliability	
Source(s):	Social media metrics, website metrics (tableau), blog metrics, podcast metrics, influencer reach.
Statistical Issues:	The FAA does not have a central location for the exchange and collection of data, nor a consistent measurement for each metric (we cannot compare apples to apples for each metric) Some of these metrics shifted from quantitative reporting in FY22 and earlier, to qualitative data moving forward in FY23.
Completeness:	Data will be verified for completeness, accuracy, consistency, timeliness.

Reliability:	AOC cannot control user satisfaction of the information itself (examples: weather-related and carrier delays/cancellations, other operational issues). We can only measure our ability to reach wider and non-traditional audiences to provide the information.
Verification & Validation:	AOC is responsible for the policy, direction, and management of the agency's communications with the public and FAA employees. We embrace the core values of the FAA and relate them to our everyday responsibilities in supporting the FAA and the public. AOC contributes to FAA's mission by delivering timely and accurate safety information to the public and FAA workforce.
Additional Information on Metric	
Public Benefit:	AOC strives to ensure the public has full and easy access to information critical to safe operations within the National Airspace System. AOC ensures the audience is connected and engaged using modern digital platforms. As a data-driven organization, AOC examines the return on investment for every project, and makes adjustments to ensure we provide maximum value. We constantly strive to improve how and where we communicate to reach wider and non-traditional audiences.
Partners:	Department of Transportation (DOT), aviation stakeholders, social media influencers and various offices in the FAA.

Performance Measure Information	
Performance Measure:	**Multi-Modal**
Performance Goal:	Initiate or develop at least three new terminals projects with reduced emissions and multi-modal access by 2030.
FY23 Performance Target(s):	Issue the FY 24 Airport Terminal Program (ATP) Notice of Funding Opportunity (NOFO) Due September 30, 2023
Performance Narrative:	Issued the FY 23 Airport Terminal Program (ATP) Notice of Funding Opportunity (NOFO) on 9/22/22. Announced Intent to Fund FY 23 projects on 2/27/23, several multimodal projects were included: • New Orleans (MSY) – initial project to connect new terminal to multimodal terminal • Orlando (MCO) – pedestrian bridge from terminal to current multimodal terminal • Cleveland, OH (CLE) – Rehab tunnel membrane of rail line to terminal • St. Louis, MO (CPS) – Replace terminal, add second road lane and bus stop • Washington DC (IAD) – Add loading bridges to a concourse connects to Metro Silver Line • Mason City, IA (MCW) – Terminal with bus line facilities • Omaha, NE (OMA) – New Terminal includes public transit drop off area Conducted outreach to airports with potential new terminal projects that reduced emissions and provide multi-modal access. The goal is for these airports to apply for ATP in the next 3 years, for remaining funds. While the agency received, and selected an increased number of multimodal projects in FY23, funding requests for many known larger projects were not yet ready for submission by airport sponsors. The FAA, FRA, FTA, and FHWA have implemented an ongoing collaboration forum to coordinate efforts and program resources on currently active, as well as planned, airport multimodal projects.
Lead Organization:	Office of Airports (ARP)
Definition of Metric	
Metric Unit:	This metric tracks, on an annual basis, the number of terminal projects with reduced emissions and multi-modal access selected for BIL ATO funding each year through FY2026
Computation:	The number of terminal projects is determined by the number of terminals projects with reduced emissions and multi-modal access included in the ATP Notice of Intent to Fund Announcement each year.

Formula:	The computation is a manual count of ATP funded terminal projects that include multi-modal access and a reduction in emissions.
Scope:	This overall metric is the lifetime aggregate expenditure of BIL funds on airport terminal projects that include multi-modal access and will reduce emissions, based on the application submitted. A terminal project includes constructing, expanding, modifying, rehabilitating, or improving a terminal building. A terminal building is defined as a structure where passengers transfer between ground transportation and the facilities that allow them to board and disembark from an aircraft. Multi-modal access is a project that includes or improves the access to the terminal from multiple modes of transportation i.e., buses, taxis, transit system, or passenger rail. The project will reduces emissions if the applicant indicates there is evidence of emission benefits from the project.
Method of Setting Target(s):	This was a new program so the initial number of terminal projects was estimated based on knowledge of potential multi-modal access projects under consideration by airports.
Historical Data:	The FY 23 Airport Terminal Program (ATP) Notice of Funding Opportunity (NOFO) on 9/22/22. The Notice of Intent to Fund included several Multi-modal projects.
Data Completeness and Reliability	
Source(s):	The ATP project applications provide a description of the project scope.
Statistical Issues:	This metric requires summing projects by counting specific terminal projects that meet the goal. No statistical issues are expected.
Completeness:	The data for this measure is complete. All BIL grant funding is processed through SOAR and requires all statutory and administrative requirements are met before a grant is issued.
Reliability:	The data for this measure is reliable. All BIL grant funding is processed through SOAR and is verified at multiple times and levels throughout the well-defined process. This measure could be influenced by the airport sponsors not applying for terminal projects that include multi-modal access and will reduce emissions.
Verification & Validation:	The ATP program helps modernize and construct airport terminals and associated roadways, multimodal terminals, on airport rail access and airport sponsor-owned airport traffic control towers. The Terminal projects are validated through a multi-level review of and recommendation of the applications.

Additional Information on Metric	
Public Benefit:	The success of BIL is ensuring the funds are used as intended to modernize infrastructure, increase equity in transportation, fight climate change, strengthen the supply chain, and create jobs. AIG and ATP funds will Improve safety and efficiency at our nation's airports. The ATP helps modernize and construct airport terminals and associated roadways, multimodal terminals, on airport rail access and airport sponsor owned airport traffic control towers. Providing ATP funds to terminal projects with reduced emissions and multi-modal access will provide further benefits to the airport and the community.
Partners:	FAA's Regional Airports Division and Airports District Offices partner with individual airports sponsors to identify projects eligible for ATP funding. FAA is also partnering with other DOT Administrations to identify potential multi-modal projects connecting to an airport. External partners also include State agencies as well as aeronautical and surface transportation organizations.

Performance Measure Information	
Performance Measure:	**NAS On-Time Arrivals**
Performance Goal:	Achieve a NAS on-time arrival rate of 88% at Core airports
FY23 Performance Target(s):	88%
Performance Narrative	The FAA continues to closely monitor NAS On-time Arrivals to measure the impact of increased traffic levels. The FAA's Air Traffic Organization (ATO) briefs this metric monthly at the NAS Collaboration Forum. This is hosted jointly by National Airspace System (NAS) Operations and the air carriers. It is also reported weekly at the FAA's System Operations 7am stand up meeting. FAA produces the Quarterly Construction Report and conducts modeling and analysis on impactful projects as a mitigation tool.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Percentage of flights arriving no more than 15 minutes late.
Computation:	General Computation: NAS On-Time Arrivals is the percentage of all flights arriving at the Core Airports equal to or less than 15 minutes late, based on the carrier flight plan filed with the FAA, and excluding minutes of delay attributed by air carriers to extreme weather, carrier action, security delay, and prorated minutes for late arriving flights at the departure airport. The number of flights arriving on or before 15 minutes of flight plan arrival time is divided by the total number of completed flights, and the result is multiplied by 100 to convert it to a percentage. NAS Delayed Flights: The time of arrival of completed passenger flights to and from the Core Airports is compared to their flight plan scheduled time of arrival. For delayed flights, delay minutes attributable to extreme weather, carrier caused delay, security, and a prorated share of delay minutes due to a late arriving flight at the departure airport are subtracted from the total minutes of delay. If the flight is still late, it is counted as a delayed flight attributable to the National Aviation System (NAS) and the FAA.
Formula:	$\frac{(100 \times \text{NAS On-Time Flights})}{(\text{Total Flights})}$

<table>
<tr><td>Scope:</td><td>A flight is considered on time if it arrives no later than 15 minutes after its published, scheduled arrival time. This definition is used in both the DOT Airline Service Quality Performance (ASQP), and Aviation System Performance Metrics (ASPM) reporting systems. Air carriers, however, also file up-to-date flight plans for their services with the FAA that may differ from their published flight schedules. This metric measures on-time performance against the carriers' filed flight plan, rather than what may be a dated published schedule.

Only the Core Airports are included in this metric. The Core airports are those which have 1% or more of total U.S. enplanements (the DOT large hub airports) or 0.75% or more of total U.S. non-military itinerant operations.</td></tr>
<tr><td>Method of Setting Target(s):</td><td>The target is set at 88%.</td></tr>
<tr><td>Historical Data:</td><td><table><tr><th></th><th>FY 2020</th><th>FY 2021</th><th>FY 2022</th></tr><tr><td>Target</td><td>88%</td><td>88%</td><td>88%</td></tr><tr><td>Actual</td><td>93.03%</td><td>93.60%</td><td>91.74%</td></tr></table></td></tr>
<tr><td colspan="2">Data Completeness and Reliability</td></tr>
<tr><td>Source(s):</td><td>The ASPM database, maintained by the FAA's Office of Performance Analysis, in conjunction with DOT's ASQP causation database, provides the data for this metric. By agreement with DOT, certain major U.S. carriers file ASQP flight data for flights to and from most large and medium hubs. Flight records contained in the Traffic Flow Management System (TFMS) supplement the flight data.</td></tr>
<tr><td>Statistical Issues:</td><td>Data are not reported for all carriers; at present, 21 operating carriers report monthly into the ASQP reporting system.</td></tr>
<tr><td>Completeness:</td><td>Fiscal year data are finalized approximately 90 days after the close of the fiscal year.</td></tr>
<tr><td>Reliability:</td><td>The reliability of ASPM is verified daily by the execution of several audit checks, comparison to other published data metrics, and through the use of ASPM by over 1,300 active registered users. ASQP data is filed monthly with DOT under 14 CFR Part 234, Airline Service Quality Performance Reports, which separately requires reporting by major U.S. air carriers on domestic flights to and from Core airports. External factors such as weather, airline scheduling practices, runway construction/maintenance, and ramp/airport congestion may all effect on time performance.</td></tr>
<tr><td>Verification & Validation:</td><td>Each month, FAA senior leadership reviews ASQP data under 14 CFR Part 234, Airline Service Quality Performance Reports, which separately requires reporting by major U.S. air carriers on domestic flights to and from Core airports.</td></tr>
</table>

Additional Information on Metric	
Public Benefit:	This metric helps members of the flying public reach their destinations on time.
Partners:	FAA, Airlines for America (A4A), National Business Aviation Association (NBAA), and commercial airlines.

Performance Measure Information	
Performance Measure:	**NOTAM Modernization**
Performance Goal:	***This goal is still under development. ATO will update the template when data becomes available.***
FY23 Performance Target(s):	
Performance Narrative:	
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	
Computation:	
Formula:	
Scope:	
Method of Setting Target(s):	
Historical Data:	
Data Completeness and Reliability	
Source(s):	
Statistical Issues:	
Completeness:	
Reliability:	

Verification & Validation:	
Additional Information on Metric	
Public Benefit:	
Partners:	

Performance Measure Information	
Performance Measure:	**Unmodified Audit Opinion**
Performance Goal:	Obtain an unmodified audit opinion on the FAA's fiscal year (FY) 2023 financial statements. This goal requires an unmodified audit opinion identified by external independent auditors.
FY22 Performance Target(s):	Obtain an unmodified audit opinion on the FAA's FY 2023 financial statements identified by external independent auditors.
Performance Narrative:	Although the Office of Financial Management takes the lead in achieving this goal, all FAA organizations have key roles. There are monthly meetings with lines of business to ensure appropriate activities are being completed to ensure the audit's success (see Partners narrative below).
Lead Organization:	Office of Finance and Management (AFN)
Definition of Metric	
Metric Unit:	Unmodified independent auditors' opinion rendered on FAA's annual financial statements.
Computation:	N/A
Formula:	N/A
Scope:	The scope of this measure includes FAA's annual audited financial statements, which include several required elements such as related footnotes, required supplementary information, and management's discussion and analysis. The financial statements, together with the auditors' report (the audit opinion referenced in this goal), are published by FAA in its annual Performance and Accountability Report (PAR).
Method of Setting Target(s):	This measure was set as "unmodified." This means that in the opinion of independent auditors, FAA's financial statements are fairly stated in all material respects, in accordance with generally accepted accounting principles.
Historical Data:	

	FY 2019	FY2020	FY2021	FY2022
Target	Unmodified Audit Opinion W/NMW	Unmodified Audit Opinion	Unmodified Audit Opinion	Unmodified Audit Opinion
Actual	Unmodified Audit Opinion W/NMW	Unmodified Audit Opinion	Unmodified Audit Opinion	Unmodified Audit Opinion

Data Completeness and Reliability	
Source(s):	The data used to evaluate FAA's measure against this target comes from the independent auditors' report, issued at the conclusion of their audit of FAA's annual financial statements. The auditors' report is published annually in FAA's PAR. The PAR is the agency's annual public-facing document that includes the agency's financial statements, the auditors' report on those financial statements, as well as a summary of performance against agency-wide performance measures.
Statistical Issues:	N/A
Completeness:	Because of the nature of this measure and how the outcome is reported, there is virtually no possibility that the result could be reported inaccurately or incompletely. FAA reports the outcomes of this goal in its annual PAR together with a full copy of the auditors' official report (called the audit "opinion letter"). The auditors' opinion letter is the official "ruling" from the independent third-party source (the auditors) of the outcome of this measure. The auditors' opinion is published on the letterhead of the audit firm and bears the signature of the audit partner on behalf of the audit firm. Therefore, the FAA does not have an opportunity to interpret the results, translate data, make projections, or perform calculations, in order to identify whether this goal was met or not. The auditors tightly control the publication of the PAR and will not allow FAA to publish or release the report until they have verified that it includes the official and final version of their audit report. Office of Management and Budget Circular A-136, Financial Reporting Requirements, specifies that agency financial statements, together with the auditors' report on those financial statements, be published no later than November 15th annually. Finally, the financial statements audit is the responsibility of the independent Office of Inspector General (OIG). The OIG must perform sufficient quality control procedures over the contract auditors' work, so that the OIG can accept the conclusion reached as its own. As evidence of the OIG's quality control review over the work and conclusions reached by the third-party auditors, the OIG issues a quality control memorandum, on the OIG's letterhead, under the signature of the Inspector General. The OIG's quality control memorandum is also fully published in FAA's PAR. For these reasons, the performance of this measure that is reported by FAA is beyond reproach. There is virtually no method of erroneously reporting this measure because both the third-party auditors and the OIG provide the final outcome in written documents that they each issue and that FAA publishes without any summarization or interpretation.

Reliability:	The outcome of this measure is reliable because it is reported by a third-party auditor and the OIG in the PAR. This document is closely scrutinized by both the contract auditors and the OIG before it is published; therefore, it is virtually impossible that this result could be reported inaccurately.
Verification & Validation:	The outcome of this measure is reliable because it is reported by a third-party auditor and the OIG in the PAR. This document is closely scrutinized by both the contract auditors and the OIG before it is published; therefore, it is virtually impossible that this result could be reported inaccurately.
Additional Information on Metric	
Public Benefit:	The public benefits because an unmodified opinion by independent auditors is a critical indicator of financial condition. It is an independent and objective assessment of the fair presentation of FAA's financial statements, and, in connection with that process, considers the internal controls over financial reporting.
Partners:	Although the Office of Financial Services takes the lead in achieving this goal, all FAA organizations have key roles. They have responsibility for initiating only bona fide transactions, entering accurate and timely source data into the financial systems, and following accounting policy properly. These are essential components to achieving an unmodified audit opinion. The following activities, in particular, are required from all lines of business and staff offices to accomplish this goal (but this is not an all-inclusive list): • Financial and budgetary transactions (e.g., obligations and expenditures) must be accurate, timely, and for bonafide needs. This also includes removing assets, liabilities, and budgetary balances from the books and records accurately and timely (e.g., de-obligating, closing out contracts, recording asset retirements, etc.). • The Enterprise Services Center (ESC) must achieve a good audit result on its service provider audit so that any systems or security-related findings are insignificant. Similarly, the Office of Information and Technology (AIT) must adopt and enforce appropriate information technology controls to protect the data that is processed through FAA's business systems. • Lines of business and staff offices must continue to review their aged obligations (defined as having no activity for 12 months) quarterly and de-obligate amounts no longer needed. They must also take the Federal Managers' Financial Integrity Act (FMFIA) vulnerability assessment process seriously to identify and mitigate any significant financial control weaknesses. • Program offices must process paperwork for asset acquisitions and deployments in a timely manner. Also, they must report asset transfers and disposal activities timely so that the financial effects of those activities can be recorded into the FAA's financial statements.

Performance Measure Information	
Performance Measure:	**Domestic Aviation CO2 Emission Reductions**
Performance Goal:	Reduce CO2 emissions from domestic aviation, as defined in the U.S. Aviation Climate Action Plan.
FY23 Performance Target(s):	Quantify annual CO2 emissions for NAS-wide domestic operations at or below 216 megatonnes of CO2 emissions (2019 levels)
Performance Narrative:	Carbon dioxide (CO2) is the primary greenhouse gas emitted through human activities and it is directly related to the fuel burned during the aircraft's operation. Calculating and tracking NAS-wide CO2 emissions from domestic operations allows FAA to monitor improvements in aircraft/engine technologies and operational procedures, the rollout and use of sustainable aviation fuels (SAF), and enhancements in the air transportation system. This information provides an assessment of their influence on reducing aviation's emissions contribution.
Lead Organization:	Office of Environment & Energy (AEE)
Definition of Metric	
Metric Unit:	Megatonnes (Mt) of annual CO2 emissions
Computation:	Use FAA's Aviation Environmental Design Tool (AEDT) to calculate CO2 emissions from a full year of domestic operations in the National Airspace System.
Formula:	Use FAA's Aviation Environmental Design Tool (AEDT) to calculate CO2 emissions from a full year of domestic operations in the National Airspace System.
Scope:	Carbon dioxide (CO2) is the primary greenhouse gas emitted through human activities and it is directly related to the fuel burned during the aircraft's operation. Calculating and tracking NAS-wide CO2 emissions from domestic operations allows FAA to monitor improvements in aircraft/engine technologies and operational procedures, the rollout and use of sustainable aviation fuels (SAF), and enhancements in the air transportation system. This information provides an assessment of their influence on reducing aviation's emissions contribution.
Method of Setting Target(s):	The DOT/FAA has selected this target because calculating and tracking NAS-wide CO2 emissions reductions from domestic operations allows FAA to monitor efficiency improvements in aircraft/engine technologies and operational procedures, the rollout and use of sustainable aviation fuels (SAF), and enhancements in the air transportation system. This information provides an assessment of their influence on reducing aviation's emissions contribution.

Historical Data:

	2019	2020	2021	2022	
				Q1	Q2
CO2 (Megatonnes)	216	127.97	173.53	45.74	50.82

Notes:
2020 total does not include GA operations
2021 total does not include GA operations for Q1

Data Completeness and Reliability

Source(s):

The AEDT model uses satellite-based data from the Global Positioning System (GPS), the Enhanced Traffic Management System (ETMS), and the Official Airline Guide (OAG) schedule information to generate annual inventories of CO2 emissions and total distance flown data for all U.S. domestic operations in the NAS. The Bureau of Transportation Statistics (BTS) provides the payload factors for commercial aircraft.

Statistical Issues:

Potential seasonal variability and variability from year-to-year can be expected when analyzing air traffic data and commercial domestic operations.

The extent to which enhancements are incorporated to improve model accuracy, for example via more robust aerodynamic performance modeling algorithms and database of aircraft/engine fuel burn information, will impact the overall results and thus the performance target. This could create some statistical variability from year-to-year if not properly taken into account. In cases where such enhancements have the potential to create a significant shift in baseline, annual inventories may need to be re-processed and/or adjusted to ensure consistency and accuracy of results.

The extent to which aircraft fleet improvements cannot be sufficiently modeled because of a lack of manufacturer proprietary data may also influence the performance target results. In this case, attempts will be made to characterize such aircraft with the best publicly available information, recognizing that newer aircraft types in the fleet will likely exist in significantly lesser numbers, thus minimizing the influence upon the results.

Completeness:	Data used for this performance goal is assessed for quality control purposes. Input data for the AEDT model are validated before proceeding with model runs. Both satellite and radar data are assessed to remove any anomalies, check for completeness, and pre-processed for input to the AEDT model. Aircraft movement data are verified against the OAG and Air Traffic Activity Data System (ATADS) information in order to ensure that all flights are accounted for in the annual inventory. In some cases aircraft movement data lack appropriate fields to conduct quality control and in these cases the data is removed. Data from the AEDT model is verified by comparing output from previous years and analyzing trends to ensure that they are consistent with expectations. In other cases monthly inventories may be analyzed to validate the results. Model output is subsequently post-processed through excel worksheets to perform the calculations for the performance target. Formulae and calculations are checked in order to ensure accuracy. Full documentation of this target is determined when the annual inventories have been accomplished and the post-processing calculations have been completed, resulting in the current year's total annual CO2 emissions for domestic operations. The standard for this documentation is set by the FAA Office of Environment and Energy (AEE), which is separate from the organization (DOT Volpe National Transportation Systems Center) responsible for input and output associated with the AEDT model runs and annual inventories.
Reliability:	Calculating the annual CO2 emissions from NAS-wide domestic operations is heavily dependent on commercial airline operating procedures and day-to-day operational conditions. This includes the airline's operating fleet and route assignments, air traffic conditions, weather, airport operating status, congestion in the system, and any disruptions that introduce delay in scheduled flights. For example, a major sustained disruption or enhancement in air traffic and/or a significant shift in commercial operations amongst airlines, including changes in fleet composition and missions could have a profound impact upon achieving the performance target. The use of sustainable aviation fuels (SAF) by industry will also affect the performance metric and the adoption and consumption of these fuels by industry will need to be accounted for.
Verification & Validation:	The processing of data through FAA's AEDT model including the performance of algorithms is not subject to random factors that could influence the results. AEDT has also gone through extensive validation through an ICAO workgroup and through its own design review group.

Additional Information on Metric	
Public Benefit:	Today's commercial jet aircraft are over 70% more efficient than early commercial jet aircraft. However there is concern over aviation's impact on the environment and public health. Aviation is currently viewed as a relatively small contributor to emissions that have the potential to influence air quality and global climate. Carbon dioxide (CO2) is the primary greenhouse gas emitted through human activities and it is directly related to the fuel burned during the aircraft's operation. As air traffic grows, this contribution will increase unless there are improvements in fuel-efficient technologies, optimized air traffic operations, and the use of sustainable aviation fuels (SAF). The goal of year-on-year CO2 emissions reductions for domestic operations supports the development of these improvements to reduce aviation's impact on the environment and thereby improve public health and welfare. In addition, more fuel efficient aircraft should contribute to improving the financial well-being of commercial airlines and a growing economy.
Partners:	Partners include government agencies worldwide and the aviation industry through the International Civil Aviation Organization (ICAO), who periodically update aircraft and engine emissions standards and methodologies. The FAA has also partnered with NASA in the development of advanced noise and emissions reduction technologies. FAA has the industry-government partnership of the Continuous Lower Energy, Emissions and Noise (CLEEN) program to promote acceleration of quieter and cleaner technologies into the fleet to help achieve NextGen goals to increase airspace system capacity by reducing significant community noise and air quality emissions impacts in absolute terms; and reducing aviation greenhouse gas emissions impacts on the global climate. The DOT Bureau of Transportation Statistics provides aircraft load factors. The DOT Volpe National Transportation Systems Center provides technical support in data processing and running the Aviation Environmental Design Tool (AEDT) on behalf of the FAA.

Performance Measure Information	
Performance Measure:	**Runway Pavement Condition**
Performance Goal:	Maintain runway pavement in excellent, good, or fair condition for 93% of the paved runways in the National Plan of Integrated Airport Systems (NPIAS).
FY23 Performance Target(s):	93%
Performance Narrative:	The System of Airports Reporting (SOAR) from NASR provides monthly runway condition reports. After analysis, the Airports Design and Construction Branch, AAS-110, provides a monthly summary of runway conditions to each FAA region with the recommendation to distribute as necessary, review their respective region's data and take any necessary action to ensure pavement conditions continue in fair or better condition.
Lead Organization:	Office of Airports (ARP)
Definition of Metric	
Metric Unit:	This metric tracks, on an annual basis, the number of open and paved runways at public use airports included in the federal airport system that meet FAA's standard for safe operation of aircraft with runway pavement considered to be in excellent, good, or fair condition. The metric covers all paved runways at federally funded NPIAS airports.
Computation:	Runway Pavement Condition data is collected annually by FAA Airport Certification Safety Inspectors during their physical inspection of all certificated airports in the U.S. and its territories. Other public-use airports are inspected by airports or airport safety data inspectors under an FAA contract every three years. Information is collected through visual inspection of runway pavement in accordance with existing FAA guidance, resulting in a condition rating for each runway of excellent, good, fair, poor, or failed. The number of paved runways in the NPIAS with surface ratings in each of the five conditions (excellent, good, fair, poor, and failed) is totaled. Paved runway ratings are then numbered by condition: excellent = 5; good = 4; fair=3; poor=2; failed=1.
Formula:	$\frac{\text{(\# condition 5 runways + \# condition 4 runways + \# condition 3 runways)}}{\text{Total \# NPIAS paved runways}}$
Scope:	The runway pavement condition goal applies for all open and paved runways at federally funded NPIAS airports.

Method of Setting Target(s):	Maintaining runway pavement conditions requires careful coordination, often years in advance, of a runway rehabilitation project. The airport and FAA carefully time projects, regardless of whether they involve the phased reconstruction of a single-runway airport or the sequential resurfacing of multiple runways over a period of several years. If too many runways are under reconstruction at one time, system-wide capacity is lost. On the other hand, if we reconstruct too few in any given year laying the groundwork for catching up in a subsequent year, it simply defers the impact to system-wide capacity. Due to the length of time required to plan and implement major pavement projects and in order to maintain the overall condition of the system, 93% of the system in excellent, good or fair condition is a long established standard that sponsors understand and support. With a goal of 93%, this means no more than 7% of the runways should be undergoing reconstruction at a time. Some of the nation's largest airports resurface their runways on an established revolving basis. As a result, at times the FAA is able to exceed the goal. However, this does not necessarily represent a sustainable trend. For major reconstruction, runways must typically be taken out of service for a full construction season or longer. It can be particularly challenging to rehabilitate one runway while keeping intersecting runways operational. FAA works with airports to ensure that the system never has too many runways out of service at any given time.
Historical Data:	

Paved Runways in the NPIAS in Excellent, Good, or Fair Condition				
	FY 2019	**FY 2020**	**FY 2021**	**FY 2022**
Target	93.0%	93.0%	93.0%	93.0%
Actual	97.9%	97.6%	97.8%	97.6%

Data Completeness and Reliability	
Source(s):	Data is collected through visual inspection of runway pavement in accordance with existing FAA guidance; including Advisory Circular (AC) 150/5380-7, Airport Pavement Management Program, and AC 150/5320-17A, Airfield Pavement Surface Evaluation and Rating Manuals, which provides uniformity to field observations. The pavement condition is reported in the Airport Master Record database and inspection results are entered into FAA's National Airspace System Resource (NASR).
Statistical Issues:	Due to variable reporting cycles, the total number of runways displayed in each month's SOAR report varies slightly.

Completeness:	A small number of runways do not report a condition each month. These runways represent on average less than 0.5% of the total runways in the NPIAS.
Reliability:	Runway conditions are reported locally. Currently, there is no method for confirming a date as to when the condition was reviewed or updated. However, it is possible to identify a general trend if conditions change over a period of time. Airport infrastructure, particularly airfield facilities at commercial service airports, is exposed to constant heavy use and harsh environmental conditions. Runways, taxiways, and aprons are designed to withstand the heavy equipment that operates on them, but even so these facilities require frequent maintenance and rehabilitation in order to remain in good working condition. Runways and taxiways have to be kept clear of snow, ice, and ponding water that can jeopardize aircraft directional control or braking action. Chemicals and plowing, as well as freeze-thaw cycles, all take a toll on runways, taxiways, and other paved areas. Even at smaller, non-commercial airports, pavement degradation due to meteorological conditions quickly leads to more serious damage if periodic maintenance and resurfacing is not completed in a timely manner. At the same time, limited financial resources can lead airport operators to try to defer needed capital projects, which both increases costs and may impact operational capacity if runways and taxiways require more in-depth reconstruction. Funding constraints may significantly affect when the airport sponsor is able to fund pavement rehabilitation. This is why it is so crucial that the FAA can offer airports financial assistance in the form of Airport Improvement Program (AIP) grants, in order to ensure infrastructure is properly protected and preserved at the lowest possible cost.
Verification & Validation:	A summary of runway conditions is prepared monthly and distributed to each FAA region with the recommendation to distribute as necessary, review their respective region's data, and take any necessary action to ensure pavement conditions continue in fair or better condition. Additionally, at the conclusion of each fiscal year, a summary of condition changes will be presented that identifies specific runways that could be targeted for improvement due to a deteriorating condition.

Additional Information on Metric	
Public Benefit:	Significantly deteriorated runway pavement can cause damage to airframes, engines, and landing gear; unnecessarily compromising safety, and leading to higher rehabilitation costs. Periodic maintenance of runways, particularly resurfacing, has proven a cost effective way to delay the need for major runway rehabilitation. The FAA funds a broad range of capital infrastructure development at most NPIAS airports; however, airports are generally responsible for funding periodic and ongoing maintenance. More significant rehabilitation, resurfacing or reconstruction projects may be funded through a variety of funding sources, including Airport Improvement Program (AIP) grants, Passenger Facility Charge (PFC) revenues, airport revenues, and/or other funding sources. Deferred or delayed maintenance creates an increased risk of damage to aircraft and is a safety concern for the travelling public, increasing both the scope and cost of eventual rehabilitation or Reconstruction.
Partners:	FAA's Regional Airports Division and Airports District Offices partner with individual airports to identify poor or failed pavements. Three other FAA entities support this effort: the Air Traffic Organization (ATO), which helps evaluate and minimize the capacity and delay impacts resulting from runway reconstruction projects and helps communicate temporary closures; the Aircraft Certification Service (AIR), which helps assess the impact of pavement conditions on aircraft; and the William J. Hughes Technical Center, which assists with a broad range of pavement research. External partners include State aeronautical agencies and other aeronautical user groups.

Performance Measure Information	
Performance Measure:	**Streamline the delivery of NAS services through divestiture of NAS assets**
Performance Goal:	Collaborate across ATO service units and across the FAA to deliver on the divestiture of National Aerospace System (NAS) assets.
FY23 Performance Target(s):	Complete all FY23 deliverables under this activity on or before their planned due dates. Target 1: For one or more radar sites, conduct Safety Risk Management Panel(s) and remove the radar from FAA service provided any identified high risks have been mitigated. Due September 30, 2023 Target 2: Complete the discontinuance of twenty two (22) Very High Frequency Omni-Directional Range Systems (VORs). Due September 30, 2023
Performance Narrative:	Radar Sites: FAA's definition of divestiture in FAA order 6000.15 applies only to FAA use of a facility/system. FAA's removal from service doesn't include DoD/DHS use of a facility/system. The Air Traffic Organization (ATO) Directors will establish an executive collaborative workgroup and process that result in reaching a final determination within the FAA to remove a candidate radar from operational service in the NAS. VORs: The ATO is actively engaged in a multi-year effort of establishing a Very High Frequency Omni-Directional Range Systems (VORs) Minimum Operational Network (MON). The efforts continue with challenging annual targets. Delivering on the divestiture of NAS assets requires collaboration with ATO's Service Units, across the Agency, and with external stakeholders.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Successful completion of targets.
Computation:	N/A
Formula:	N/A

Scope:	FAA's current paradigm struggles to keep pace with the strain of evolving traditional NAS stakeholder demands while also introducing new entrants for supersonic, commercial space, and Advanced Air Mobility operations, as other emerging technologies further stress our legacy systems. Radar Sites: For Radar sites divestiture, the ATO identified a need to replace the previous Service Area Discontinuance/Decommissioning (SADC) process, and develop a new and more effective process. Before FY23, the FAA divested only two radar sites. The new process is meant to set a foundation for future divestitures that will allow for timely and efficient streamlining of NAS services. VORs: As the National Airspace System (NAS) transitions from ground-based to satellite-based navigation, the Very High Frequency Omni-directional Range (VOR) Minimum Operational Network (MON) program is establishing a conventional navigation backup for Global Positioning System (GPS) outages. As a result, the program plans to discontinue approximately one-third of the VORs in the contiguous United States (CONUS).
Method of Setting Target(s):	Milestones were identified and coordinated to support Flight Plan 21, FAA's FY22-26 Strategic Plan. This initiative will help to propel the FAA through the 21st century by shifting its approach and prioritizing resources for investment in – and sustainment of – the NAS. The technology and equipment footprint of the FAA needs to be streamlined to ensure the right services and systems are provided to the right stakeholders at the right time. By divesting assets that are no longer needed, the FAA allows for growth to more efficiently accommodate new entrants and related new NAS services.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	Radar sites: FAA will analyze how removing a candidate radar will change air traffic surveillance coverage for a given terminal airspace. They will conduct an analysis using theoretical surveillance coverage and then perform side-by-side observations of air traffic control displays to identify potential impacts to local operations to ensure a radar divesture can be safety implemented. VORs: National Airspace System Resource (NASR)

Statistical Issues:	N/A
Completeness:	Radar sites: In accordance with the FAA Safety Management System, the FAA will conduct Safety Risk Management Panels (SRMPs) to assess the risk of permanently removing candidate radars. FAA Air Traffic Services will make the final decision on discontinuing a radar from service. VORs: Success Criteria is identified as 22 VORs removed from the charts or shown as decommissioned in National Airspace System Resource (NASR) database.
Reliability:	The FAA safely and efficiently integrates traditional, new/advanced, and/or non-traditional operations into the NAS, while maintaining and streamlining relevant assets and services. Where appropriate and available, external stakeholder inputs are factored into the process.
Verification & Validation:	Radar Sites: The radar data feed will be removed from the operational automation system to validate the safe continuity of air traffic control operations prior to permanently discontinuing radar service. VORs: Verify and validate that 22 VORs were removed from the charts or shown as decommissioned in National Airspace System Resource (NASR) database.
Additional Information on Metric	
Public Benefit:	The replacement of legacy technologies result is improved and expanded air transportation services for the public. The VOR MON serves as a conventional navigation backup service in the event of a loss of GPS signals. The MON includes the minimum number of geographically situated VORs necessary to provide coverage at and above 5,000 feet above ground level and within 100 nautical miles of CONUS MON airports.
Partners:	Successful completion is ensured by joint work within ATO (AJM, AJT, AJV, AJW, AJF, and AJR) and across the Agency (AVS, ARP, and ANG). To remain proactive and engaged with internal and external stakeholders, the programs support multiple stakeholder engagement forums throughout the year.

Performance Measure Information	
Performance Measure:	**Unmanned Aircraft System (UAS) Traffic Management (UTM) Field Test**
Performance Goal:	The Office of NextGen will execute Unmanned Aircraft System (UAS) Traffic Management (UTM) Field Test in collaboration with industry partners. UTM Field Test will conduct live flight test activities to test updates to UTM technology and validate UTM data exchanges and operations based on proposed standards to support routine Beyond Visual Line of Sight (BVLOS) operations. Upon completion of the Field Test, UTM Field Test Report and Lessons Learned package will be produced. The package will include a detailed record of Field Test results including those from testing of technical functionalities, validation of the proposed standards, and lessons learned from the perspective of industry partners.
FY23 Performance Target(s):	Target 1: Complete testing all technical functionalities between service providers and the UTM ecosystem and develop detailed record of Field Test results from the perspective of industry partners. Due July 31, 2023 Target 2: Develop cybe```rsecurity framework for field testing in alignment with FAA's Enterprise Identity and Access Management (IAM) principles, complete analysis and provide recommendations to update cybersecurity for UTM. Due August 30, 2023
Performance Narrative:	The UTM Field Test project will conduct flight test activities, in collaboration with industry, to evaluate services supporting UTM operations. In addition, UTM testbeds updated during the project will support the continued development of standards to address stakeholder needs. Outcomes from the project will inform rulemaking, advance standards, and support implementation activities.
Lead Organization:	NextGen (ANG)
Definition of Metric	
Metric Unit:	Complete the two targets by the required due dates.
Computation:	N/A
Formula:	N/A

Scope:	Target 1: Test site's post-test report documents all test functionalities and integration, and outcomes of the flight test activities. It also includes analysis of technical data collected as well as lessons learned that will provide a detailed record(s) of Field Test results from the perspective of each Test Site awardee and their industry partners. Target 2: Post-test report serves as a comprehensive record of cybersecurity lessons learned related to the Field Test. This report includes Identity and Access Management (IAM) findings and recommendations related to identity proofing, authentication, and authorization associated with the Field Test, including any test outcomes related to the use of Public Key Infrastructure (PKI) during field tests, to inform and update enterprise IAM activities.
Method of Setting Target(s):	Both targets were selected for their inclusion of test outcomes and consolidation technical knowledge.
Historical Data:	This is the first phase of the UTM Field Test.
Data Completeness and Reliability	
Source(s):	UTM Field Test data will come from test report surveys completed by industry partners as well as technical test data collected by the UAS Test Site and NextGen Integration and Evaluation Capability (NIEC) lab at the WJHTC.
Statistical Issues:	N/A
Completeness:	Upon completion of the Field Test, UTM Field Test Report and Lessons Learned Package will be produced. The package will include a detailed record of Field Test results including those from testing of technical functionalities, validation of the proposed standards, and lessons learned from the perspective of industry partners.
Reliability:	N/A
Verification & Validation:	The UTM Field Test program team conducts site visits, checkout tests, and technical interchange meetings to maintain a clear understanding of technical details and progress made during all phases of testing. The program team then reviews each report for accuracy based on information obtained during site visits and other engagements.

Additional Information on Metric	
Public Benefit:	Outcomes from this project will inform policy development and support maturation of standards to enable routine visual line of sight (VLOS) and beyond visual line of sight (BVLOS) small drone operations. The FAA, NASA, and industry are collaborating in UTM Field Test to conduct live flight test activities in varying complex environment to test updates to UTM technology and validate UTM data exchanges and operations based on proposed standards. Outcomes from this project will inform policy development and support maturation of standards to enable visual line-of-sight and beyond visual line-of-sight drone operations at low altitudes (under 400 feet above ground level (AGL) in airspace where FAA air traffic services are not provided.
Partners:	National Aeronautics and Space Administration(NASA), FAA UAS Test Sites, OneSky and ANRA Technologies

Performance Measure Information	
Performance Measure:	**Operational Performance Reporting**
Performance Goal:	Using WILBUR for Instrument Flight Rules (IFR) flight counts and cancellation identification for the morning reports.
FY23 Performance Target(s):	Using WILBUR for Instrument Flight Rules (IFR) flight counts and cancellation identification for the morning reports. Two key operational metrics that are tracked and reported are IFR flight identification/counts and flight cancellations. Due June 30, 2023.
Performance Narrative:	To better harness data as we strive to advance the safest, most efficient airspace in the world, we aim to integrate reporting across the Air Traffic Organization Business units to ensure a fuller understanding of the operation. The WILBUR platform is the authoritative operational data source for the FAA for Operational Performance Metrics and Data and as such, an important asset for the agency. In FY23, we plan to start using WILBUR for daily reporting on two first measures, with the intent that WILBUR will be further developed to align and improve ATO's reporting mechanisms. The "Morning Report" is a daily update on operational performance for the previous day. By using a state-of-the- art platform, this report will be produced in a near real-time manner and allow for a more timely and effective assessment of operational performance.
Lead Organization:	Air Traffic Organization (ATO)
Definition of Metric	
Metric Unit:	Successful completion of target.
Computation:	N/A
Formula:	N/A

Scope:	The FAA is already the foremost data driven air navigation service provider in the world, but opportunities exist to better harness data as we strive to advance the safest, most efficient airspace in the world. To accomplish this goal, we will: • Move next day reporting to near real time, • Integrate operational reporting across the agency and onto stakeholders across the National Airspace System (NAS), • Improve the FAA's predictive analytics, and • Transition from reporting outcomes to assessing performance. Transitioning some key operational performance metrics to WILBUR is a key activity in moving towards consolidating FAA's operational data and integrating operation reporting across the FAA and for the Agency's stakeholders. This transition will lay the groundwork for other key metrics to be based upon Wilbur in the future.
Method of Setting Target(s):	Milestones were identified and coordinated to support Flight Plan 21, FAA's FY22-26 Strategic Plan.
Historical Data:	N/A
Data Completeness and Reliability	
Source(s):	The completion of the FY23 daily reports relies on multiple data sources, in particular WILBUR. Those data sources are currently primarily located in the NAS Data Warehouse.
Statistical Issues:	N/A
Completeness:	The completeness of the data is assessed based on the content of the NAS Data Warehouse data sources that are in scope for Operational Performance Reporting.
Reliability:	N/A
Verification & Validation:	The accuracy of the new report content is validated through systemic testing, benchmarking and side by side comparisons. The nature of the data varies in granularity between reporting topics, and this validation step is performed to ensure high quality inputs and uniformity across Operational Performance Reporting topics.

Additional Information on Metric	
Public Benefit:	Improved reporting on the operational performance of the NAS will provide a mechanism through which the operation of the NAS is more efficient: reducing delays, increasing safety and reducing fuel burn. The NAS is a constantly changing environment that encounters dynamic weather constraints, equipment outages, stakeholder requests, safety emergencies, excess volume to name a few. It is too complex a system to rely on human-only decision making. The agency must get to that next level of human/machine teaming to continue to provide the safest and most efficient aerospace system in the world. To get to that next level of human/machine teaming, FAA requires timely and better-governed data to create those metrics that provide a deeper understanding of the inefficiencies inherit in the current NAS operation.
Partners:	Internally, System Operations (AJR) will be working with other FAA offices to ensure success in the formulation of this roadmap including Nextgen (ANG), Airports (ARP), Aviation Safety (AVS), and other offices in ATO such as Technical Operations (AJW) and Safety and Technical Training (AJI).