Safety

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

Systemic Safety Approach

Mitigate risks and encourage infrastructure and behavior change by using a data-driven systemic safety approach to identify risks, enhance standards and programs, and evaluate effectiveness.

Initiative: Final Safety Management System (SMS) Rule at Part 139 Airports

Increase safety by finalizing a communication and training plan by the publication date of the Final Airports SMS Rule.

Activity: Develop Implementation Plan for External SMS

Finalize communication and training plan for Airport SMS rule prior to publication.

Target: Draft communication Plan External SMS

Provide draft of communication plan on external SMS within 90 days of publication of Final Rule.

Target: Draft training template for External SMS

Provide draft training template on external SMS to Regional SME within 90 days of publication of Final Rule.

Target: National External SMS Tracking Database

After publication of Final Rule, establish a National External SMS KSN tracking site to monitor implementation status for all applicable airports based on the required implementation period.

Initiative: Surface Safety Risk Reduction and Runway Incursion Mitigation (RIM)

Increase surface safety by implementing solutions through the Runway Incursion Mitigation program.

Activity: Implement RIM Program

Identify, prioritize and mitigate airport locations with history of runway incursions.

Target: FY22-26 RIM mitigation projects schedule

Develop draft FY22-26 schedule and associated cost estimates for mitigation projects at RIM locations.

Target: Mitigation Projects

Regions collectively complete seven (7) mitigation projects at RIM locations.

Target: Draft RIM projects report

Update draft report of completed RIM projects to date.

Activity: Implement "Hot-Spot Improvement Program" (HIP)

Approach to enhancing identification, prioritization, mitigation, and prevention of Hot Spots nationally.

Target: Establishment of a non-RIM Hot-Spot Workgroup

Convene an ARP HQ/Field workgroup and establish priority considerations for the inventory of non-RIM hot-spot locations to ensure regional consistency.

Target: Prioritization of Non-RIM Hot-Spots

Based on the developed priority considerations in Target 1, ARP regional personnel to review all non-RIM hot-spots at towered airports within their region. Regional personnel are to prioritize those non-RIM hot-spots and work with Sponsors to develop a draft prioritized inventory for the non-RIM hot-spot locations in their region.

Target: Non-RIM Hot-Spot Inventory

ARP Region/ADO staff work with airport sponsors to initiate a mitigation plan for at least half of the priority non-RIM hot-spot locations collected for the FY20 "pre-RIM" inventory. Where mitigations include capital projects, the Sponsor and the Region/ADO commit to add the projects into the Airport Capital Improvement Plans (ACIPs) when practical. For those locations whose mitigations do not include capital projects, the Region/ADO will support the initiation of a plan for mitigation.

Initiative: Part 139 Program Oversight

Increase safety at the Certificated Airports by providing national guidance and enhancing oversight over the Part 139 program.

Activity: Provide national guidance and oversight enhancement of Part 139 inspection program

Improve standardization and consistency of 14 CFR Part 139 compliance methodologies across regions.

Target: Assess Airport Certification Safety Inspector inspection data

Assess CCMIS inspection data from FY20 to identify the top area of regulatory application/compliance for emphasis during follow-on inspections.

Target: Part 139 inspection program workgroup

Finalize the draft template that was developed by the workgroup in FY20. Provide guidance and training to the field on consistency with appropriate discrepancy language and correction time frames for compliance letters.

Activity: Conduct regional audits of the Part 139 inspection program

Conduct two individual audits of selected regional Part 139 inspection programs.

Target: Regional slot audit of Part 139 inspection program

Airport Safety & Operations, AAS-300, identifies regions slotted for audits.

Target: Initial individual regional audit exercise over the Part 139 inspection program

Conduct one regional audit, (if feasible, given COVID-19 restrictions) and produce documentation of any discoveries, from a specific identified regional inspection program.

Target: Second individual regional audit exercise over the Part 139 inspection program

Conduct a second regional audit, (if feasible, given COVID-19 restrictions) and produce documentation of any discoveries, from a specific identified region inspection program.

Activity: Develop a schedule of Airport Certification Safety Inspector desiring to participate in cross regional inspections

Promote standardization by cross-training inspector cadre.

Target: Funding and resource identification

AAS-300 Division coordinate with ACO on availability of funding for cross regional inspections.

Target: Cross training opportunities notification

AAS-300 notifies each region of cross training opportunities.

Target: Compilation of cross regional inspection participants

Compile/complete list of cross regional inspection participants (if feasible, given COVID-19 restrictions).

Activity: Unmanned Aircraft System (UAS) Interference on Airport Operations

Promote appropriate response to unlawful UAS interference on airport operations

Target: Unmanned Aircraft Systems (UAS) Response Plans Training

Within 180 days from publication of the Cert-Alert in accordance with 139.325(b)(7), provide virtual training to the ARP regional management and inspector cadre on the UAS response plans for unlawful interference with operations.

Target: Unlawful Interference Response Plans Development

Ensure all Part 139 airports have begun the coordination process with FAA in developing plans for responding to unlawful interference with operations in accordance with 139.325 (b)(7) and the Cert-Alert.

Initiative: Global Aviation Safety

Increase global aviation safety by participating in the development of International Civil Aviation Organization (ICAO) standards and providing technical assistance to ICAO State members through the FAA International Talent Enhancement Program.

Activity: Provide Global Leadership in Aerodrome Safety

Provide subject matter expertise for airport technical assistance and safety assessments at foreign international airports.

Target: Tailor participation in Part 139 Inspection Expertise workshops to ensure a unified FAA approach, to reduce duplication of FAA resources.

Coordinate at least one (1) airport certification/inspection/shadow event in/for a priority country identified in Office of International Affairs' (API) multi-year strategic plan (if feasible, given COVID-19 restrictions).

Target: Airport Certification Safety Inspectors (ACSI) shadowing events

Airport Certification Safety Inspectors (ACSI) shadowing events - Invite three (3) States (if feasible, given COVID-19 restrictions) to shadow Airport Certification Safety Inspectors (ACSI) in the U.S. or other safety initiatives to foster working level exchange of best practices pertaining to aerodrome certification and airport safety .

Target: Provide State workshops or technical assistance to support Senior Leadership Development for emerging foreign leaders.

Assist at least two (2) States by providing workshops or technical assistance as requested, in alignment with the international talent enhancement program/initiative.

Activity: Encourage global adoption of U.S. safety standards and best practices

Participate in ICAO workgroups to advance the adoption of U.S. safety standards and best practices in order to improve safety at airports worldwide.

Target: Participation in ICAO Workgroups related to Aerodromes

Ensure that Office of Airports (ARP) actively participates in ICAO Workgroups related to aerodromes to effectively harmonize divergent standards and to ensure continued U.S. influence at ICAO.

Target: Participation in ICAO Workshops, Runway Safety, Airport Certification, etc.

Ensure that Office of Airports (ARP) actively participates in ICAO Workshops, Runway Safety, Airport Certification and other technical areas such as Wildlife and SMS.

Initiative: General Aviation Safety

Evaluate General Aviation (GA) safety at airports within the United States, and its territories. Use this information to develop a risk-based approach for prioritizing recommendations, and/or providing additional safety oversight measures.

Activity: Develop framework for accident/ incident evaluation

Develop a plan to determine what data would be required to evaluate elements of the airport that have contributed to accidents/ incidents.

Target: GA Safety Reports

From the final report produced in FY20, implement all near term initiatives.

Activity: Improve Runway Safety Areas at General Aviation Airports.

Identify solutions to mitigate non-standard Runway Safety Areas (RSAs).

Target: Runway Safety Areas (RSA) Evaluations of General Aviation (GA) NPIAS Airports Workgroups.

Regions will work with airport sponsors, ADO's and SBGP to evaluate, develop recommendations, and establish priorities to improve RSA's for the top 10% (based on impact to the NAS) of the Classified NPIAS GA airports. Regions will develop a plan in FY21 to incorporate all federally obligated General Aviation runway safety area data, including determinations, into the RSAI ADIP Tool in FY22.

Activity: Provide technical support for General Aviation (GA) airport safety

Develop a strategy and provide technical assistance to enhance safety at public-use General Aviation airports.

Target: Office of Airports (ARP) role at non-139 Airports

AAS will work with APP, ACO and the Regions to develop a GA Safety Strategy and checklist based on the FY20 GA Safety Plan which will identify priority improvements and key technical assistance and outreach initiatives to improve safety at public-use GA airports.

Initiative: Airport Master Records

By working with states, U. S. territories and other stakeholders, enhance safety by improving the accuracy of the Airport Master Record (5010) and the U.S. Chart Supplement data.

Activity: Enhance State Responsibilities

Empower States and U.S. territories to be more proactively engaged in aeronautical data collection, verification, and submission activities.

Target: Final Guidance and training initiation

Continue outreach and training to state inspectors, airport operators and FAA staff on the new airport data collection and submittal methods. Training can be either in-person or virtual webinars depending on COVID-19 circumstances.

Initiative: Surface Safety Risk Reduction and Reduce Wrong Surface Events

Reduce the risk of wrong surface events by addressing airport mitigations in the 2017 Safety Risk Management Document (SRMD) and taking action on key airport recommendations from the August 2018 FAA Safety Summit.

Activity: Wrong Surface Departure/Landing Mitigations

Develop a plan of action on wrong surface departure and landing events, including evaluation of suggestions from the FAA 2018 Safety Summit and mitigations from the 2018 Wrong Surface SRMD impacting airports.

Target: Standard Airport Mitigations Implementation Plan

Disseminate and communicate the implementation plan to reduce wrong surface departure and landing events.

Initiative: Surface Safety Risk Reduction

AJI will utilize the surface safety metric to: Establish consensus among Runway Safety stakeholders on a policy to assess and quantify the risk in runway safety events. Address precursors, as well as latent risks by proactively providing event trend summaries and best practices to the field.

Activity: ARP Support of the Runway Safety Technology Program

Assist AJI in integrating Program Management of Runway Safety technologies that are in various Lines of Business from concept development, research and acquisition, to in-service certification, through participation in the SSG.

Target: ARP Support of Runway Safety Technology Program

Assist AJI in integrating Program Management of Runway Safety technologies that are in various Lines of Business from concept development, research and acquisition, to in-service certification, through participation in the SSG.

Initiative: Internal Safety Management Systems (SMS)

Clarify internal ARP safety management policy by updating Safety Management System Order to ensure consistent risk-based decisions.

Activity: Promote Internal SMS

Promote internal Safety Management by updating Safety Management System Policy to maintain consistent risk-based decisions.

Target: Internal SMS Publication

Publish final version of Order 5200.11

Initiative: Expand Safety Management in Industry

Description: Expanding Safety Management in industry is necessary to fulfill agreements with the International Civil Aviation Organization (ICAO), as well as respond to stakeholder inquires and recommendations. Under this Initiative the FAA will identify and document the activities it will undertake to expand the implementation of Safety Management Systems (SMSs) in industry.

Activity: Expand Safety Management System (SMS) In Industry

Pursue expansion of SMS in industry. Achieve target to obtain preliminary team concurrence of the SMS Rule NPRM.

Target: Provide support to OST to facilitate their approval of the Part 139 SMS Rule (ARP)

In coordination with ARM, APL, and AGC provide support to OST to facilitate their approval of the Part 139 SMS Rule.

Initiative: Potential/Emerging Safety Issues

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

Activity: Potential/Emerging Safety Issues

Screen potential/emerging safety issues through the FAA Safety Issue Identification and Management Process.

Target: Potential/Emerging Safety Issues (ARP)

Submit an annual FAA safety issue screening report to the FAA SMS Executive Council by September 30, 2021.

Activity: Potential/Emerging Safety Issues

Operational Excellence Infrastructure

Operate the world's most efficient aerospace system through daily execution, continuous improvement and infrastructure investment (maps to infrastructure, innovation and accountability)

Project Delivery Planning Environment Funding and Finance

Facilitate expanded infrastructure development, modernization, and construction in both rural and urban communities by fostering more efficient and collaborative planning and construction techniques, accelerating project approval, leveraging all sources of funding, and promoting innovative financing while maintaining environmental stewardship.

Initiative: Major Airport Development

Support delivery of major airport development that will significantly benefit the NPIAS through a combination of federal, state, and local funding, and private investment. Provide guidance and support for large hub airports that are critical to efficient operations in the NAS, by leveraging state and local funding.

Activity: Managing Airport Development Projects

Provide comprehensive funding guidance and support for large hub airports with National Airspace System (NAS)-wide impacts.

Target: Managing Airport Development Projects - Chicago O'Hare International Airport (ORD)

Support 11/5/2020 commissioning of new Runway 9C/27C at ORD to include Part 139 inspection of the new runway. Due 05-NOV-20. Support for the last runway improvement to be completed as part of the O'Hare Modernization Plan, including to review and conditionally approve all associated construction safety phasing plans for the extension of Runway 9R/27L which is planned for commissioning of extended runway in FY22.

Target: Managing Airport Development Projects - Dallas Fort Worth Airport (DFW)

Support the construction of the Northeast End Around Taxiway (EAT) at Dallas Forth Worth (DFW) by collaborating with the airport sponsor, other LOBs and stakeholders by providing technical assistance and final inspection of signs and markings and taxiways. This will allow DFW to complete construction of the Northeast EAT in FY 2021, to then increase efficiency at the airport and reduce runway crossings.

Target: Managing Airport Development Projects - Los Angeles International Airport (LAX)

Support LAX's Airport Terminal Modernization Program by providing Los Angeles World Airports (LAWA) with FAA's changes/corrections to the Administrative Draft EA for ATMP within 60-days of receipt of the Draft EA.

Target: Managing Airport Development Projects - Los Angeles International Airport (LAX) Terminal Modernization Program

Support LAX's Airport Terminal Modernization Program by providing Los Angeles World Airports (LAWA) with FAA's changes/corrections to the draft Final EA for ATMP within 45-days of receipt of the draft responses to comments on the Draft EA.

Target: Managing Airport Development Projects - Seattle-Tacoma International Airport (SEA)

Provide technical assistance by conducting timely review of the EA supporting near-term projects. This will allow SEA to begin design and construction of the Near Term suite of projects, including 19 gates to address current and future forecast demand.

Target: Managing Airport Development Projects - LaGuardia Airport (LGA) AirTran Environmental Impact Statement (EIS)

Ensure the Federal environmental review and permitting process for the LGA Access Improvement Project is coordinated, predictable, and transparent. One Federal Decision sets a goal of reducing the average time to complete required environmental reviews and authorization decisions for major infrastructure projects to not more than two years from publication of a Notice of Intent (NOI) to prepare an environmental impact statement (EIS) to issuance of a record of decision (ROD). The NOI was issued 05/03/19. Issue ROD by 05/03/21.

Target: Managing Airport Development Projects - Charlotte Runway 1-19 Public Meetings

Hold public meeting(s) to present the proposed action, alternatives, and impacts.

Target: Manage Airport Development Projects - Charlotte Runway 1-19 EA Draft

Issue the draft EA for public comment.

Initiative: Environmental Planning

Anticipate and address planning and environmental concerns to ensure timely completion of safety and capacity enhancements.

Activity: Environmental Efficiencies

Promote national mandates for more efficient NEPA analysis and environmental review processes.

Target: Environmental Training

Provide training to field Environmental Protection Specialists to address changes in NEPA actions for Section 163 determinations.

Target: Environmental Efficiencies

Review and identify projects that meet "One Federal Decision" criteria.

Initiative: Airport System Planning

Review the NPIAS for opportunities to remove airports that no longer contribute to the effectiveness or efficiency of the National Airport System.

Activity: Review NPIAS Report

Examine obligations for Unclassified Airports and determine compliance guidance and options for release from the NPIAS.

Target: Prepare NPIAS Language

Prepare language for the next NPIAS that details how an airport may be relieved from their obligations and voluntarily leave the NPIAS.

Initiative: Humanitarian Assistance and Disaster Relief (HADR) Preparedness

Determine the Office of Airport Planning and Programming's current and future roles and responsibilities in airport improvements that enhance resiliency to survive and operate during HADR events.

Activity: Humanitarian Assistance and Disaster Relief (HADR) Requirements of Airports

Determine HADR roles of NPIAS airports.

Target: Agency Coordination Efforts in HADR Operations

Coordinate with other agencies (e.g. FEMA, DHS, DoD, etc.) to identify roles and responsibilities of NPIAS airports in HADR operations.

Target: Prioritization of Large and Medium Hub Airports Requiring HADR Resiliency Enhancements

Identify and prioritize large and medium hub airports that require HADR resiliency enhancements and the type of improvements needed to support future ACIP recommendations and funding decisions.

Initiative: FAA Reauthorization Legislation

Ensure ARP personnel implement changes resulting from FAA reauthorization language in accordance with provided guidance.

Activity: Implement FAA Reauthorization Legislation

Ensure that ARP personnel implement changes resulting from FAA reauthorization legislation.

Target: Implement Automated Weather Observing Systems (AWOS) Guidance

Define and implement AWOS guidance.

Target: Passenger Facility Charge (PFC) streamlining pilot

Complete Phase I PFC Streamlining pilot in accordance with PFC Program Update guidance.

Target: Implement Section 163 instructions

Define and implement Section 163 instructions.

Initiative: National Airport Infrastructure Strategy

Create a streamlined, efficient, resilient, and integrated National Airport, Vertiport, and Spaceport System that is safe, affordable, and sustainable in support of national security, community, and economic interests.

Activity: Align FAA investments in airport infrastructure and FAA-owned facilities

Develop a coordinated FAA national infrastructure strategy to help define, prioritize, align where possible AIP and F&E infrastructure investments, and inform future budget requests.

Target: Coordination Process

Develop a process to ensure appropriate cross-LOB coordination and approval of infrastructure investments.

Target: Implementation Plan

Develop an implementation plan for a national airport strategy to provide a top-down framework for AIP investments in airport infrastructure, including resiliency, UAS, and spaceport integration.

Life Cycle and Preventive Maintenance

Keep the Nation's transportation infrastructure secure and in a state of good repair by maintaining and upgrading existing systems in rural and urban communities.

Initiative: Runway Pavement Maintenance

Ensure airport infrastructure is kept in a safe and serviceable condition through capital improvements and airport inspections.

Activity: Ensure runway pavement is kept in a safe and serviceable condition

Update guidance to ensure the ADO and Regions review the PMP before making funding decisions so that high priority pavement needs are addressed in the sponsor's ACIP as the priority projects considered for funding.

Target: Ensure runway pavement is kept in a safe and serviceable condition

Maintain eligible runway pavement in Excellent, Good, or Fair condition (based on visual inspections) for 93% of the paved runways in the National Plan of Integrated Airport Systems.

Target: Integration of airport sponsor's pavement management program (PMP) information

Prepare guidance to integrate the airport sponsor's PMP information into the development of the ACIP by briefing the field and SBGP partners through additional communication and preparing a PGL until the guidance will be included in the next AIP Handbook update.

Activity: Develop strategy to improve infrastructure through the AIP as defined in the FY19 and FY20 supplemental programs

Continue to provide funding and support to improve the operability of the airport system.

Target: Administration of Supplemental Funds

Track, analyze, and trend the administration of supplemental funds and report findings. Ensure funds are prioritized and distributed as intended by supplemental language and ACIP objectives.

System Operations and Performance

Enhance reliable and efficient movement of people and goods by promoting effective management and ensuring leadership in securing data and in sharing information across the transportation system.

Initiative: Security Compliance

Ensure that security strategies align with business objectives, adhere to policies and internal controls, and are consistent with applicable laws and regulations.

Activity: Vulnerability Management Processes

Provide services related to monitoring and tracking vulnerabilities within the FAA's FISMA reportable systems; monitor and track Plan of Action & Milestones (POA&Ms); manage vulnerability mitigation and remediation; and coordinate the scheduling and remediation of vulnerabilities for all FISMA reportable systems.

Target: Remediate 80% of High Value Vulnerabilities (HVV)

Remediate 80% of High Value Vulnerabilities (HVV) on internet-accessible systems, as identified in Cyber Hygiene reports issued by the Cybersecurity and Infrastructure Security Agency (CISA), within 30 calendar days of initial detection.

Innovation

Lead in the development of innovative aerospace capabilities that improve the safety and performance of our nation's aerospace system

Development of Innovation

Encourage, coordinate, facilitate, and foster world-class research and development to enhance the safety, security, and performance of the Nation's transportation system.

Initiative: Safe Integration of Unmanned Aircraft Systems (UAS) Operations

Continue to lead and/or support the development and deployment of innovative practices and technologies that improve the safety and performance of UAS in and around the nation's airports.

Activity: Develop UAS Reference Documents

Develop reference documentation and information for airport sponsors to use when acquiring UAS detection systems.

Target: Acquisition of UAS Detection Systems

ARP will provide technical assistance to airports who desire to acquire UAS Detection Systems by coordinating the FAA review of the proposed systems.

Target: Test and evaluation efforts of UAS detection and mitigation technologies

ARP will initiate the test and evaluation efforts required under Section 383 of the 2018 FAA Reauthorization at a minimum of 2 (out of 5) US airports to support the development of a plan for establishing standards for UAS detection and mitigation technologies.

Activity: UAS Utilization

Based on the UAS airport applications research effort, develop draft information for airport sponsors to use when utilizing UAS to conduct applications in and around the airport environment.

Target: Evaluation of sUAS Sensors

Conduct testing and evaluations of sUAS sensors for airport pavement inspections at a minimum of two US airports.

Target: Obstruction Analysis Testing and Evaluation

Conduct testing and evaluations of sUAS sensors for obstruction analysis at a minimum of two US airports

Initiative: Safe Integration of Commercial Space Activity

Continue to support developing commercial space policies and processes necessary for safe integration.

Activity: Ensure safe integration of commercial space activities on or near airports

Ensure the safe integration of commercial space activities by engaging with our FAA-internal partners.

Target: ARP Internal Commercial Space Meetings

Convene one ARP-internal Commercial Space Meeting each month.

Target: Documentation coordination

Conduct a joint ARP-AST review of all coordination documents.

Target: Commercial Space Monthly Meetings

Convene one ARP-AST Coordination Meeting each month.

Initiative: Improve Data Management Systems

Improve capabilities of individual data management systems (SOAR, ADIP, ADMS, etc.) and provide integrated data tools supporting enhanced business analytics for ARP employees.

Activity: Create Airports Document Management System (ADMS) system

Implement new electronic document management system for ARP documents and records.

Target: Airports Document Management System (ADMS) Memorandum of Understanding (MOU) Review

Complete in-depth conversations regarding revisiting the February 2020 ADMS Memorandum of Understanding with ARP-1/ARP-2 regarding the results of our coordination with AIT.

Target: Conduct ADMS Information Sessions

Provide no fewer than three (3) updated information sessions via webinar meetings (including an ADMS website update) to ARP employees regarding the ADMS proposed file structure, standard operating procedures and proposed implementation timeframe.

Target: ADMS Folder Structure Completion

The ADMS team will complete in-depth discussions with the Directors on the corporate plan to achieve agreement on the basic outline for the ADMS folder structure.

Target: ADMS Training Completion

Make ADMS training available to all ARP employees.

Target: Office of Airports (ARP) wide implementation of ADMS

A point of contact will be identified in each office (HQ Directorate, Region, ADO) who will participate in in-depth conversations regarding the agreed upon ADMS file structure. Each point of contact will work with staff in their office to initiate the population of documents (as of a set date and into the future) into the ADMS system.

Activity: Improve, transform and integrate SOAR modules (internal and external) to gain productivity and increase access to a wide variety of information in a timely manner.

Improve, transform and integrate SOAR to gain productivity and increase information availability and timeliness.

Target: Analysis of SOAR Environments

Complete analysis of number and location of SOAR environments and plan needed for operations and maintenance (O&M) and continuity of operations.

Target: SOAR Integration with ADMS

Complete SOAR Integration with ADMS including automatic assignment of metadata; document upload, download and search functionality and transfer of existing SOAR stored documents to ADMS (e.g., PFC and Transfer documents) Note: This activity is predicated on the successful acceptance of Alfresco as the System of Record for documents no later than December 2020.

Target: Implementation of Airports External Portal (AEP)

Implement data input into AEP with up to ten additional sponsors.

Target: Screening Information Request (SIR) Issuance

Complete submission of all pre-requisites to issuance of SIR for SOAR Recompete.

Target: Transformation pilot implementations

Implement at least two new Transformation Pilots replacing core functionality currently in legacy SOAR.

Target: WebServices Planning and Design

Plan and design SOAR|AEP exchange via WebServices (changing from flat file transfer) with State of Florida for project and contact information.

Activity: Database Optimization

Implement long-term data integration requirements for ARP used databases.

Target: ARP Technology Strategy

Draft ARP technology strategy.

Target: Completion of Technology Strategy

Complete final ARP technology strategy.

Target: Final ARP Technology Strategy briefing

Brief ARP Management on final ARP technology strategy

Activity: Continue modernization of the Airport Data Information Program (ADIP)

Consolidate modules and implement improvements to the ADIP.

Target: Heliport survey standards data collection testing

Incorporate heliport survey standards within AC 150/5300-18B, conduct surveys at six locations and develop a heliport survey data collection training manual.

Target: Airport Master Record Application

Develop additional requirements and coordinate with stakeholders. Incorporate requirements into Airport Master Record application.

Target: Incorporation of RSA Inventory and RIM Tool into ADIP Dashboard

Incorporate the Runway Safety Area Inventory Tool and the Runway Incursion Mitigation Tool within the ADIP Dashboard.

Target: Airspace Evaluator Development

Continue to support the development of the airspace evaluator tool in ADIP, including the identification of program requirements with CGH Technologies, Inc.

Deployment of Innovation

Accelerate and expand the deployment of new technologies and practices by reducing barriers to innovation and actively promoting innovations that enhance the safety and performance of the Nation's transportation system.

Initiative: Airport Facility Improvements

Conduct timely research to allow for innovative solutions for improvement to airport facilities, equipment and/or construction materials.

Activity: Continue research into alternatives to Aqueous Film Forming Foam (AFFF) in Firefighting Agents

Pursue finding alternative for Aqueous Film Forming Foam (AFFF).

Target: Commercial Off-The-Shelf Fluorine-Free Foam (FFF) fire testing

Test non-commercial off the shelf/prototype FFF products.

Target: Non-fluorinated AFFF Technical Support

In collaboration with Industry and Department of Defense (DOD), provide technical support and information as it becomes available in identifying non-fluorinated AFFF acceptable to meet 14 CFR Part 139 requirements in support of Section 332 of FAA Reauthorization Act of 2018.

Activity: Continue to conduct Paint Durability Field Study at an airport in a hot-humid climate

Test paint durability

Target: Paint Types Standards of Performance based on Environmental Exposures

Draft standards for performance of different paint types under different traffic and environmental exposures.

Activity: Evaluate Solar Power for selected lighting systems at airports

Evaluate using solar power for various airport lighting systems.

Target: Proof-of-Concept Testing

Initiate one year of testing at Proof-of-Concept GA Airport.

Target: Data Analysis of Proof-of-Concept Site

Analyze data gathered for performance of solar powered light fixtures, signs, and wind cones at Proof of Concept GA Airport Site.

Target: Construction and Installation of Solar Powered Devices and Data Acquisition (DAQ) Systems

Complete construction and installation of solar powered devices and data acquisition (DAQ) Systems at second GA Airport and initiate data collection.

Activity: Evaluate use of Geosynthetics in Pavement Structures

Determine effectiveness of geosynthetics in pavement structures.

Target: Geosynthetics Sections Testing

Conduct full scale testing of geosynthetics sections at the National Airport Pavement Testing Facility.

Target: Geosynthetics Effectiveness Report

Provide report on first year testing of geosynthetics effectiveness.

Activity: State Specifications at Non-Primary Airports

Evaluate effectiveness of using State Specifications at Non-Primary Airports for aircraft less than 60,000 pounds as allowed by 49 USC 47105(c) and 47114(d)(5).

Target: Pavement condition evaluation for airports and highways

Compare traffic loading characteristics, construction specifications, performance related specifications and pavement condition evaluation for airports and highways.

Activity: Hold-line separation requirements

Assess and verify appropriateness of existing OFZ and runway centerline to hold-line separations requirements.

Target: Data Collection Systems

Install data collection systems at three (3) ASDE-X airports for RW deviation analysis.

Target: Draft Interim Report

Collect data at installed sites, and prepare draft interim report on first year activities.

Activity: Vertiport Industry Forum

Formation of a Vertiport Industry Forum Group

Target: Establishment of Industry Forum

Establish an industry forum that will aid in the research and development of design standards for vertiports that will be used by eVTOL aircraft.

Activity: Foreign Object Debris (FOD)

FOD Detection System Cost Benefit Analysis

Target: Completion of Cost Benefit Analysis

Complete a Cost Benefit Analysis on FOD Detection Systems and will provide a report to AAS-100.

Initiative: Security Governance

Ensure that security strategies align with business objectives, adhere to policies and internal controls, and are consistent with applicable laws and regulations.

Activity: Policy, Training & Customer Liaison

Develop and update FAA IT Security policies and interpret policy and other regulatory requirements related to cybersecurity; assist with developing standard operating procedures and policy; and oversee annual Security and Privacy Awareness Training, Information Security System (ISS) key personnel role based training, and other information security and privacy training as needed.

Target: FAA Order 1370.121A Restructure

Provide a complete draft restructure of FAA Order 1370.121A into more manageable documents utilizing a cross-organizational working group consisting of representatives from the Cybersecurity Steering Committee (CSC) Working Group (WG) to specify the organization, structure and content of the FAA Cybersecurity and Privacy Policy.

People Accountability

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

Regulatory Reform

Reduce current regulatory burdens and bureaucracy to ensure a safe, efficient, accessible, and convenient transportation system for people and commerce.

Initiative: Grant Obligations Regulatory Burden Reduction

Review existing Grant Obligations and evaluate opportunities to reduce regulatory burden while protecting the Federal investment in the National Airport System.

Activity: Reduce Regulatory Burden while protecting Federal investments

Evaluate opportunities to revise FAA Order 5190.6B - Airport Compliance Manual, to reduce regulatory burden while protecting the Federal investment in the National Airport System.

Target: FAA 5190.6B Compliance Handbook Revision

Develop a prioritized list and schedule for revising sections of FAA 5190.6B Compliance Handbook.

Target: Air Carrier Incentive - COVID 19 recovery study

Complete a study and recommendations for Air Carrier Incentive to support COVID-19 recovery.

Target: Unclassified federally obligated airports study

Complete a review of all federally obligated Unclassified airports and identify best practices for future consideration.

Initiative: Grant Administration Improvements

Make changes to the grant administration process, at headquarters and in the field, to increase efficiency by reducing redundancies, applying risk based decision-making, eliminating procedural barriers, and eliminating outdated requirements.

Activity: Grant Administration Efficiency

Evaluate and implement, as appropriate, the efficiency recommendations developed by the Grant Efficiency Focus (GEF) team in FY18.

Target: Grant Processing Enhancements

Review any outstanding areas of concerns, like delay, not addressed to date with GEF team in light of new CARES requirements and implementation of Red Folder automation in SOAR. Make recommendations for future SOAR transformations, downstream efficiencies, batching and tranches.

Target: Grant Document Index Automation

Complete requirements for automating the grant document index in SOAR.

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

Utilize the EEO Action Committee (EAC) to collaborate and support a diverse and inclusive workplace with existing employee workgroups and LOBs/SOs to create an inclusive work environment.

Activity: ARP Ensure a Diverse and Inclusive Workforce

• ARP in collaboration with the LOB/SO's will complete activities that will foster a diverse and inclusive workplace and improve the Reasonable Accommodation interactive process.
• Assist in the development of a diverse workforce at all levels. Increase the representation of Persons with Targeted Disabilities (PWTD), Hispanics, and Women in the workforce as compared to the civilian labor workforce (CLF). .
• Managers engage in the mediation/facilitation process.

Target: Reasonable Accommodations

Ensure 90% of ARP reasonable accommodation requests are processed within 25 business days or less.

Target: Improve Participation/Outreach

Develop strategies to improve the representation of Persons with Targeted Disabilities (PWTD), Hispanics, and Women by providing resources and data analysis to LOB/SOs to increase the workforce as compared to the civilian labor workforce (CLF) and/or MD-715, Part J). These strategies will address hiring, training, career progression opportunities and will be deployed and tracked through the EAC Workgroups.

Target: EEO Training

Monitor the delivery of EEO training to 70% of ARP managers and 20% of ARP employees.

Target: Mediation

Ensure that 75% of all ARP managers engage in mediation when requested by employees.

Initiative: Enhance the Office of Airports Compliance Program

Utilize technology and quality management standards to improve the management of Airport Compliance

Activity: Improve compliance tools and resources to increase program efficiency

Track airport compliance activity to increase program efficiency

Target: Part 16 Decision Database Search Engine

Complete the upgrade of Part 16 Decision Database - search engine.

Target: Compliance Database Enhancements

Complete enhancements of Compliance Database.

Target: Certification Activity Tracking System (CATS) Upgrade

Upgrade Certification Activity Tracking System (CATS) to require audited statements.

Target: Implementation of HALO/5190.2R

Implement Phase I - HALO/5190.2R.

Target: Quality Management Standards Development

Develop Quality Management Standards for Compliance.

Target: Compliance Inspections

Explore feasibility of conducting Compliance Inspections.

Mission Efficiency and Support

Support mission requirements by efficiency and effectively planning for and managing human capital, finances, procurement, sustainable operations, information technology, emergency preparedness, and other mission support services.

Initiative: Contracting Opportunities for Small Businesses

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

Activity: Contracting with Small Businesses

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

Target: ARP - Support ACQ's Small Business efforts

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

Initiative: FAA FOIA Program

Ensure FOIA requests from the general public are processed within statutory timeframes and improve management of FOIA program.

Activity: FOIA Backlog Reduction

Renew focus on closing FOIA requests pending without response beyond the statutory time limit of 20 working days, reassess steps needed to close the requests, identify any barriers to closing them, and develop solutions that will allow for the processing to be completed by the end of the fiscal year.

Target: ARP - Reduce FAA FOIA Backlog

Reduce ARP FOIA backlog by 10 percent from overdue backlog levels as of October 1, 2020.

Initiative: Workforce Transformation

Manage talent through recruitment, training, retention and awards programs.

Activity: Workforce Training

To build an Airports workforce that is prepared for the future, ARP will explore and promote technical training, leadership development (e.g., Program for Emerging Leaders, Airport Leadership Development Program, etc.) and other opportunities for employees to grow and progress in their career.

Target: Advanced Technical Training

Conduct three (3) webinars for senior personnel on topics related to Advanced Technical Training.

Target: Fundamentals for FAA Airport Engineers

Develop a framework for a 15 module online Fundamentals for FAA Airport Engineers course, to include an On-the-Job Training (OJT) program and workshop to practice complex issues.

Target: Soft Skills Training Development

Develop two cohesive soft skills classes for delivery in FY 22 and FY23, to include procurement of funding, contractor, determination of subject matter, and methodology for classes.

Target: Employee Onboarding Best Practices

Continue compiling the list of best practices used across ARP and the Agency for onboarding new employees.

Activity: Outreach and Education on Illegal Charters

Develop an educational/outreach program on illegal charters, which will include the FAA inspectors, airport managers, aviation users and the traveling public.

Target: Outreach Strategy for Illegal Charters

Develop an educational/outreach strategy that includes educating Airports personnel, airport managers and airport users. Support AVS and conduct presentations at least two aviation conferences.

Target: Minimum Standards Update

Update Minimum Standards to address illegal charters and other requirement.

Initiative: Airport Employee Engagement

Develop a statement of work for consultant services to assist in defining outcomes and communication best practices and processes.

Activity: Employee Satisfaction

ARP will analyze the results of the most recent FedView Employee Survey and develop strategies to improve employee satisfaction and communication between employees and managers across all levels of the organization.

Target: FedView Survey Action Plan Development and Implementation

Regions and Directorates develop FedView Survey Action Plans within 90 days of receiving the results and consolidated into ARP-wide plan.

Activity: STEM AVSED Outreach

ARP will support the FAA's Global leadership in aviation by encouraging students to advance their skills in Science, Technology, Engineering and Math, Aviation and Space Education (STEM AVSED) – critical for our strategic position and economic well-being.

Target: STEM AVSED Participation

ARP HQ and field offices will conduct outreach activities to encourage the next generation of students to choose a field in STEM AVSED.

Initiative: AIS Key Operational and Project Management Activities

This initiative represents key activities and projects performed by AIS which are not clearly aligned under other AFN Initiatives and serves as a repository for short term incentives for AIT Executives.

Activity: Cybersecurity Workforce Assessment Act

Collaborate to implement the approved Agency approach to meet requirements of the Cybersecurity Workforce Assessment Act.

Target: Report to Congress: National Academy of Sciences Cybersecurity Workforce Study

Coordinate with Cybersecurity Steering Committee (CSC) representatives to review the results of the National Academy of Sciences cybersecurity workforce study, develop an implementation plan, and prepare a report to Congress. Submit to AFN-1 for review and comments.

Initiative: Expenditure of Resources on NavAids

Identify ways to better support mission requirements and facilitate expanded infrastructure development, modernization and construction. Currently the FAA expends significant resources in terms of both human capital and cost to install and maintain navigational aids and other physical assets associated with the National Airspace System (NAS). Yet the existing processes limit infrastructure development, modernization and construction, as evidenced by historical backlogs. Many projects faced exceptionally long delays because they simply are not a high priority for the agency. This indicates that the FAA has determined they either offer very low risk to the NAS, do not provide a benefit that justifies the cost, or both. A limited review of non-federal reimbursable agreements for FY2018 & 2019 indicates that the agency entered into 360 agreements, at a cost of $125M. Approximately 58 percent of these agreements were funded through AIP and the data does not include projects funded by a means other than a non-federal reimbursable agreement, indicating that the loss of efficiency is not limited to any one type of agreement. The backlog to install or relocate NavAids in FY2018 & 2019 is difficult to quantify. However, the balance of outstanding non-Federal projects as of 30 Sept 2019 is $135M, indicating the FAA is running into substantial delays in finishing projects covered by reimbursable agreements. Data for FY2020 will be significantly worse because the current processes do not contemplate FAA personnel being unavailable to exercise oversight. The plan described in the "activity" write-up below should provide senior agency management with a plan that is ready for implementation, although it may take between three and five years to fully realize, depending on the types of changes to existing processes and procedures.

Activity: Expenditure of Resources on NavAids

Develop and present an executable plan to the Management Board that addresses FAA oversight of physical airfield assets associated with the efficiency of the NAS. Plan will establish a multi-year road map to modify the existing mechanisms for procurement and support of navigational aids and other physical assets associated with the efficiency of the NAS.

In order to effectuate meaningful changes to existing processes and procedures, the agency must identify inefficiencies and then develop possible approaches to address them. Such solutions may require changes to not only existing practices, but also to existing agency orders, regulations and agreements. Approaches to resolve inefficiencies should be data-driven and -based on both safety risk assessments and cost benefit analyses and will evaluate the impact of possible changes on all affected LOB/SOs.

Target: Identify Team Members (ARP) - T1

Identify team members from ARA, ATO (Tech Ops, Engineering Services, Mission Support), ARP, AFN, AGC and APO with the authority and obligation to represent and consult with their respective LOB/SO.

Target: Development of Draft Plan (ARP) - T2

Develop a draft plan for review and concurrence by each LOB/SO listed in Target 1.

Target: Finalize Plan (ARP) - T3

Finalize plan based on input from LOB/SO review identified in Target 2. Fi

Target: Present Plan to FAA's Management Board/JRC (ARP) - T4

Present plan to Management Board/JRC