Aviation Safety Organization (AVS)
($000)

	Dollars	FTP	OTFTP	FTE
FY 2017 Annualized CR	**$1,256,019**	**7,406**	**125**	**7,329**
Adjustments to Base	**$31,271**	**0**	**0**	**0**
FY 2018 Pay Raise 1.9%	15,510			
Annualization of FY 2017 Pay Raise 2.1%	5,472			
FY 2017 Transition from F&E to OPS	9,915			
Working Capital Fund	374			
Other Changes	**-$21,789**	**-111**	**-75**	**-56**
Workforce Reduction Through Attrition	-8,326	-111		-56
AVS Savings Target	-13,463			
Staffing Adjustment to Right Size			-75	
Discretionary Adjustments	**$7,000**	**0**	**0**	**0**
UAS Requirements	7,000			
Base Transfers	**-$14,520**	**-29**	**0**	**-29**
FY 2017 Flight Standard Services Staffing	189	1		1
Flight Program Operations	-14,709	-30		-30
FY 2018 Request	**$1,257,981**	**7,266**	**50**	**7,244**

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Executive Summary: Aviation Safety (AVS)

What is the request and what funds are currently spent on the program?

The request of $1,257,981,000 and 7,244 full-time equivalents (FTEs) allows for Aviation Safety (AVS) to provide core services of certification, production approval, and continued airworthiness of aircraft as well as the certification of pilots, mechanics, and others in safety-related positions; expand Unmanned Aircraft System (UAS) integration into the National Airspace System (NAS); and enhance safety data reporting capabilities through increased data sources. The request provides an adjustment to base of $15,510,000 for the annualized cost of the FY 2017 pay increase, $5,472,000 for the 2018 pay raise, $9,915,000 for the FY 2017 Transition to Operations and Maintenance (TOM) costs, and $374,000 for Working Capital Fund. Other changes include -$8,326,000 for Workforce Reduction through Attrition, -$13,463,000 for implementation of staffing and funding efficiencies, and $7,000,000 for Unmanned Aircraft System (UAS) requirements. The funding request includes base transfers of one position and $189,000 from Air Traffic Organization (ATO) into AVS and the AVS Flight Program into the ATO ($14,709,000 and 30 positions). Hiring will be restricted for the non-exempt employees identified under the initial hiring policies developed in FY 2017. This exempts safety personnel, which includes safety inspectors within the Aviation Safety organization.

What is this program and why is it necessary?

AVS is responsible for setting the safety standards for every product, person, and organization that produces and operates aircraft in the NAS.

AVS provides the following services:

- Surveillance and oversight of existing certificate holders.
- Development and establishment of safety and certification standards for the civil aviation industry.
- Surveillance and oversight of air carriers, general aviation (GA) operators, repair stations, manufacturers and airman.
- Issuance or denial of certifications.
- Ongoing and wide-ranging transformation of the NAS encompassed by NextGen.

These essential activities contribute to the Department of Transportation (DOT) safety goal, which is the FAA's highest priority.

AVS has eight services and offices:

Flight Standards (AFS): Flight Standards Service promotes safety in air transportation by setting the standards for certification and oversight of airmen, air operators, air agencies, and designees as well as safety of flight of civil aircraft in air commerce; sets regulations and standards that consider the air carrier's duty to operate in the public interest at the highest possible degree of safety; sets regulations and standards for other air commerce, air agencies, and airmen at the appropriate level of safety in the public interest; accomplishes certification, inspections, surveillance, investigation, and enforcement activities; and manages the system for registry of civil aircraft and all official airmen records.

Aircraft Certification (AIR): Aircraft Certification Service develops and administers safety standards governing the design, production and airworthiness of civil aeronautical products; oversees design, production, and airworthiness certification programs to ensure compliance with prescribed safety standards; establishes and maintains a Safety Performance Management (SPM) system for continued operational safety of aircraft; provides oversight of approval holders, designees, and delegated organizations; and works with aviation authorities, manufacturers, and other stakeholders to help them improve safety in the international air transportation system.

Aerospace Medicine (AAM): Office of Aerospace Medicine oversees a broad range of medical programs and services for both the domestic and international aviation communities; performs medical certification of airmen; inspects and oversees aviation industry drug and alcohol testing programs; performs medical clearance of air traffic control specialists (ATCSs); oversees drug and alcohol testing of FAA employees with

safety-sensitive jobs and jobs requiring security clearances; performs aerospace medicine and human factors research; manages employee occupational health and health awareness programs; develops and provides airman training in physiological and survival training to GA and commercial aviation airmen through on-site and sponsoring training events at aviation-related events and performs designee oversight of aviation medical examiners (AMEs).

Rulemaking (ARM): Office of Rulemaking manages FAA's rulemaking program, processes, and timelines; develops proposed and final rules; manages responses to petitions for rulemaking and for exemption from regulatory requirements; and oversees rulemaking advisory committees that provide advice and recommendations on aviation-related issues.

Accident Investigation & Prevention (AVP): Office of Accident Investigation and Prevention investigates aviation accidents and incidents to detect unsafe conditions and trends and to coordinate the corrective action process; investigates major or significant accidents and incidents to identify safety deficiencies and unsafe conditions and recommend policy; coordinates with the responsible FAA office for evaluation and corrective action; analyzes accident and incident data and other safety data to identify safety issues and trends; addresses National Transportation Safety Board (NTSB) and internal FAA Safety Recommendations; and leads Safety Management System (SMS) implementation efforts for FAA and AVS.

Air Traffic Safety Oversight (AOV): Air Traffic Safety Oversight Service conducts independent safety oversight of the Air Traffic Organization's (ATO) provisioning of air traffic services, using risk-based, data-supported surveillance methods. Surveillance approaches include audits, inspections, investigations, compliance, and approvals, acceptances, and concurrences. AOV staff monitors local air traffic services, processes, and procedures using safety risk standards, SMS principles, and certification/credentialing programs. AOV approves the ATO's SMS, monitors the ATO for compliance with its approved SMS, and reviews and approves the ATO's safety implementation actions and risk management strategies.

Unmanned Aircraft Systems Integration (AUS): Office of Unmanned Aircraft Systems Integration is responsible for facilitating the safe, efficient, and timely integration of UAS into the NAS; managing and coordinating international activities for UAS within FAA, aligning UAS international activities with foreign civil aviation authorities; supporting standards and policy development related to UAS projects, providing strategic planning and support for continued UAS Research and Development (RE&D).

Quality, Integration, and Executive Services (AQS): Office of Quality, Integration, and Executive Services provides executive oversight and direction of consolidated management support services for all of AVS; manages all phases of planning, financial management, IT liaison services, and administrative activities for the immediate office of the associate administrator; approves, oversees, and facilitates integration initiatives among the AVS services and offices; oversees the AVS Quality Management System (QMS); provides budget and labor distribution reporting management; and provides AVS training, planning, and human resource management.

What does this funding level support?

Public expectation is that the FAA will continuously reduce the risk of aviation incidents and accidents while enabling new technologies. This requested resource level will enable AVS to provide funding and staffing for continued operational safety, while reducing positions through attrition. AVS projects the need for additional safety staffing to meet growing demands for UAS operations, while continuing to expand delegation responsibilities to designees for future NAS growth. FAA/AVS forecast changes in the demand for non-UAS type certification design approvals required by applicants, production certificates provided to manufacturers, and supplier control audits conducted at manufacturers to remain relatively flat from FY 2016 to FY 2017. Analysis of Labor Distribution Reporting hours using the AVS Staffing Tool and Reporting System (ASTARS) shows forecasted safety work activities remaining relatively unchanged with the exception of UAS within the NAS. The most recent data also indicates that the time to complete certifications for the design of new aviation products and airworthiness directives issued to correct aircraft safety deficiencies remained relatively constant. The number of UAS aviation products requiring certification and approvals services is anticipated to expand within the systems, and complexity is anticipated to increase as new

technologies are introduced. These factors are driving the need for additional resources for UAS integration into the NAS.

What benefits will be provided to the American Public through this request?

AVS will provide the American public safety and economic benefits by maintaining oversight of the NAS through data analysis techniques used for audits, surveillance, and certification of aircraft operators and production manufacturers, pilots, mechanics, and other safety related positions.

AVS will provide certification and integration services for newly designed and manufactured aviation products associated with UAS. The engineer and inspector resources will provide manufacturing and operational approvals of UAS technologies while maintaining safety oversight services within the NAS.

AVS will manage Risk-Based Decision Making (RBDM) through data analysis capabilities within the Hazard Tracking System and AVS Information, Analysis and Sharing (ASIAS) application based on evolution of SMS principles. Revised business processes and increased database information will enable the FAA to be proactive about safety and use SMS principles to make smarter, risk-based decisions throughout the agency, with industry and global stakeholders. The request will support RBDM policies and processes within the FAA, as well as support the use of SMS throughout the agency.

The AVS organizational structure is depicted in Figure 1 below:

Note: The AUS Office was established in Fiscal Year 2017.

Aviation Safety Organization (AVS) Budget Summary
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	1,042,424	1,088,493	1,096,826	8,333
Program Costs	215,987	167,526	161,155	-6,371
Total	**$1,258,411**	**$1,256,019**	**$1,257,981**	**$1,962**
FTE	**7,173**	**7,329**	**7,244**	**-85**

The request of $1,257,981,000 and 7,244 FTEs allows for AVS to provide core services of certification, production approval, and continued airworthiness of aircraft as well as the certification of pilots, mechanics, and others in safety-related positions; continue UAS integration into the NAS; and support safety data reporting capabilities. The request provides an adjustment to base of $15,510,000 for the annualized cost of the FY 2017 pay increase, $5,472,000 for the 2018 pay raise, $9,915,000 for the FY 2017 Transition to Operations and Maintenance (TOM) costs, and $374,000 for Working Capital Fund. Other changes include -$8,326,000 for Workforce Reduction through Attrition, -$13,463,000 for implementation of staffing and funding efficiencies, and $7,000,000 for Unmanned Aircraft System (UAS) requirements. The funding request realigns one position and $189,000 from Air Traffic Organization (ATO) into AVS and the AVS Flight Program into the ATO ($14,709,000 and 30 positions). Hiring will be restricted for the non-exempt employees identified under the initial hiring policies developed in FY 2017. This exempts safety personnel, which includes safety inspectors within the Aviation Safety organization.

Funding details for AVS's eight services and offices:

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Flight Standards Service	874,549	862,527	857,984	-4,543
Aircraft Certification Service	222,336	226,606	226,530	-76
Office of Aerospace Medicine	60,114	58,299	57,520	-779
Office of Rulemaking	6,368	6,275	6,205	-70
Air Traffic Safety Oversight Service	23,967	24,120	24,096	-24
Office of Accident Investigation & Prevention	25,713	24,673	23,383	-1,290
Office of Unmanned Aircraft Systems Integration	-	12,723	15,670	2,947
Office of Quality, Integration and Executive Services	45,364	40,796	46,593	5,797
Total	**$1,258,411**	**$1,256,019**	**$1,257,981**	**$1,962**

Discretionary Adjustments:

Program	Service Unit	Amount
Unmanned Aircraft System (UAS) Requirements	AUS, AFS, AIR, ARM	7,000
Total Discretionary Adjustments		**$7,000**

Transition to Operations and Maintenance in FY 2017:

Program	Service Unit	Amount
A25.02-01/02, Safety Approach for Safety Oversight (SASO)	AQS, AFS	7,663
A26.01-00, Aviation Safety Knowledge Management Environment (ASKME)	AQS, AIR	444
A17.01-02, Regulation and Certification Infrastructure for Safety System (RCISS)	AQS, AVS	1,808
Transition to Operations and Maintenance in FY 2017		**$9,915**

FY 2018 – Flight Standards Service (AFS)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	737,585	767,276	773,210	5,934
Program Costs	136,964	95,251	84,774	-10,477
Total	**$874,549**	**$862,527**	**$857,984**	**-$4,543**
FTE	**5,174**	**5,273**	**5,206**	**-67**

The FY 2018 request of $857,984,000 and 5,206 FTEs allows AFS to provide certification and surveillance of U.S. air carriers and foreign air carriers operating in and over the U.S. through the establishment and oversight of safety requirements, standards, and regulations. The request includes a base transfer increase in the amount of $189,000 for Flight Standard Services (1 FTE from Air Traffic Organization) and $1,325,000 funding for Unmanned Aircraft System (UAS) requirements. Current funds cover 8 regional offices, 79 flight standards district offices, 18 certificate management offices, 4 international field offices, and 5 aircraft evaluation group offices.

What is this program and why is it necessary?

AFS provides core services of certification, production approval, and continued airworthiness of aircraft as well as the certification of pilots, mechanics, and others in safety-related positions; expands UAS integration into the NAS; and enhances safety data reporting capabilities through increased data sources.

In FY 2018, AFS will develop policies, procedures, and approval processes to enable UAS operations; conduct and participate in Pilot Seminars and Flight Instructor Refresher Courses and Commercial Flight Instructor/Designated Pilot Examiner refresher courses at towered and non-towered airports; develop appropriate policy, procedural guidance, and certificate management programs for the emerging technologies needed to transition and operate in the NextGen environment; validate effectiveness of initiatives, interventions, and recommendations implemented by the General Aviation (GA) Loss of Control workgroup and the amateur-built flight standardization board to mitigate loss of control causes in GA; establish the infrastructure necessary to oversee the implementation of SMS by 14 CFR Part 121 Air Carriers; integrate Safety Assurance System in all the field offices; formalize an AFS Internal Safety Assurance Program; and implement a secure FAA airman test delivery system that incorporates new technology and is supported by training and testing documents, which embraces NextGen concepts.

AFS FY 2017-2018 programs include: UAS, SAS, Air Carrier Training Aviation Rulemaking Committee, Airman Certification System Improvement, Activities from FAA Modernization and Reform Act, and Certification and Oversight of New Entrants.

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Flight Standards Service	• Developing policies, procedures, and approval processes to enable UAS operations • Delivering Pilot Seminars and Flight Instructor Refresher Courses and Commercial Flight Instructor/Designated Pilot Examiner refresher courses at towered and non-towered airports • Continuing to develop policy, procedural guidance, and certificate management programs for the emerging technologies needed to transition and operate in the NextGen environment • Evaluating effectiveness of initiatives, interventions, and recommendations implemented by the GA Loss of Control workgroup and the amateur-built flight standardization board to mitigate loss of control causes in GA • Continuing to develop the infrastructure necessary to oversee the implementation of SMS by 14 CFR Part 121 Air Carriers • Integrating SAS in all the field offices • Formalizing an AFS Internal Safety Assurance Program • Implementing a secure FAA airman test delivery system that incorporates new technology and is supported by training and testing documents, which embraces NextGen concepts

What does this funding level support?

AFS plays a vital role in supporting agency emerging technology initiatives by developing standards, policy, and guidance needed to transition and operate in the NextGen environment; establishing regulations and standards, conducting inspections, audits, surveillance, investigations, enforcement and certification activities related to operators, airmen and designees.

In FY 2018 AFS plans to increase support for UAS integration into the NAS through oversight and surveillance services for approved aviation products.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Flight Standards Service	• Conduct and participate in Pilot Seminars and Flight Instructor Refresher Courses and Commercial Flight Instructor/Designated Pilot Examiner refresher courses at towered/non-towered airports. • Validate effectiveness of initiatives, interventions, and recommendations, implemented by the General Aviation (GA) Loss of Control workgroup and the amateur-built flight standardization board to mitigate loss of control causes in GA. • Continue developing and implementing the infrastructure necessary to oversee the implementation of SMS by 14 CFR Part 121 Air Carriers while at the same time supporting the voluntary implementation of SMS by other CFR certificate holders. • Continue the integration Safety Assurance System (SAS) in all the field offices to include the SAS phase IIB project. • Develop a Flight Standards process for identifying national-level hazards and risk analysis to prioritize the use of resources and support risk mitigation and targeted surveillance plans • Acquire a secure FAA airman test delivery system that incorporates new technology and is supported by training and testing documents, which embraces NextGen concepts.

Total requested Discretionary Increase Requests:

Programs	Amount	FTP	FTE
Unmanned Aircraft System (UAS) Requirements	1,325,000		
Total	**$1,325,000**		

Unmanned Aircraft System (UAS) Requirements: Flight Standards is requesting $1,325,000 to support UAS access to the NAS through the implementation of three focus areas that expand the current exemption and Certificates of Authorization (COAs) processes into new areas. This increase supports the NAS Initiative to safely and efficiently incorporate new aviation products and users such as UAS. AVS will support the aviation industry's demand for aircraft, operator, and airmen certification services as well as grow for UAS products. New designs and products have been developed, and must be safely integrated into the NAS.

This program will allow for:

- More timely UAS registrations and operator certificates
- Greater access to data relating to UAS aircraft and operators entering the world of aviation

What benefits will be provided to the American Public through this request?

The programmatic approach outlined in the NAS Initiative includes adapting services and regulatory approaches in order to integrate these new operations into the NAS in a timely fashion and with the same level of safety and efficiency as other legacy operations. This request will support the planning for and subsequent processing of exemptions and COAs associated with the expanded UAS access to the NAS. The Registry is forecasted to process registration and recordation documents for approximately 10,000 aircraft in the UAS category and issue approximately 37,500 operator certificates over the next five years. There are also maintenance and renewal activities associated with the issuance of certificates for the airmen/operator.

FY 2018 – Aircraft Certification Service (AIR)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	202,321	212,505	213,980	1,475
Program Costs	20,015	14,101	12,550	-1,551
Total	**$222,336**	**$226,606**	**$226,530**	**-$76**
FTE	**1,336**	**1,343**	**1,334**	**-9**

The FY 2018 request of $226,529,000 and 1,334 FTEs allows AIR to provide regulatory oversight for type, production, and airworthiness certification of civil aeronautical products and parts. The request includes a $725,000 increase for Unmanned Aircraft System (UAS) requirements. Current funds cover 14 Aircraft Certification Offices, 19 Manufacturing Inspection District Offices, 3 Manufacturing Inspection Satellite Offices, 1 Certificate Management Office, 2 Certificate Management Units, and 2 International Offices (Brussels, Shanghai).

What is this program and why is it necessary?

AIR's functions, which are essential to ensure the safety of the NAS, are establishing safety standards and procedures governing the design, production, and continued airworthiness of aircraft and aircraft parts; approving aircraft design, aircraft engines, propellers, and parts; issuing approvals to manufacturing facilities upon showing compliance to the applicable safety standards; determining whether aircraft meet applicable standards and are safe to fly; providing oversight and surveillance of approval holders to ensure continued compliance to safety standards; collecting and reviewing safety data, performing trend analysis, and taking the appropriate actions to ensure continued operational safety of the existing fleet; managing designee qualifications, appointments and oversight; and investigating possible violations and initiating compliance and enforcement actions.

In FY 2018, AIR will support agency emerging technology initiatives by developing standards, policy, and guidance needed to transition and operate in the NextGen environment, conducting inspections, audits, surveillance, investigations, enforcement and certification activities related to aircraft manufacturers and suppliers.

AIR FY 2017-2018 programs include: FAA Modernization and Reform Activities under the Small Airplane Revitalization Act: Part 23 Rule and Part 21/SMS Rule; Organization Delegation Authorization (ODA) Improvements; Advancing our SMS; Globalization of the Aviation Manufacturing Industry; and Developing Advisory Guidance for Certification of UAS.

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Aircraft Certification Service	• Advancing rulemaking efforts to update regulations to incorporate safety management principles into the design and manufacturing environments • Updating airworthiness standards, policies, and processes to reflect the safety continuum and enabling the proper introduction and oversight of safety enhancing technologies • Guiding development of standards and issuing policy and guidance associated with UAS • Encouraging the implementation of voluntary safety enhancements by U.S. industry and the global community • Continuing Part 23 rulemaking to improve the certification standards of small airplanes leading to improved safety and reduced cost • Transitioning the existing fleet of piston-engine aircraft to unleaded fuel and enabling newly manufactured aircraft to be certificated with unleaded fuel • Evolving and optimizing our delegation system to reinforce a systems approach to safety

What does this funding level support?

AIR operations vital to aviation safety include promoting FAA Modernization and Reform activities under the Small Airplane Revitalization Act, developing the Part 23 and Part 21/SMS Rule, organizing ODA Improvements, implementing the Safety Continuum for other product types, advancing our SMS, globalizing the aviation manufacturing industry, and developing advisory guidance for certification of UAS.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Aircraft Certification Service	• Establish a formal capability for planning and executing transformation of aircraft certification and oversight processes to achieve improvements in efficiency and effectiveness • Implement updated Part 23 rules leveraging industry standards to improve the certification, safety and cost of small airplanes • Continue to advance rulemaking efforts to update regulations to incorporate safety management principles into the design and manufacturing environments • Continue to update airworthiness standards, policies, and processes to reflect the safety continuum and enabling the proper introduction and oversight of safety enhancing technologies • Continue to develop standards, policy and guidance associated with UAS • Transition existing fleet of piston-engine aircraft to unleaded fuel and enable newly manufactured aircraft to be certificated with unleaded fuel • Continue to evolve and optimize our delegation system to reinforce a systems approach to safety, and to effectively leverage all available certification

	resources to reduce safety risks

Total Requested Discretionary Increase Requests:

Programs	Amount	FTP	FTE
Unmanned Aircraft System (UAS) Requirements	725,000		
Total	**$725,000**		

Unmanned Aircraft System (UAS) Requirements: Aircraft Certification Service is requesting $725,000 to guide development of standards and issuing policy and guidance associated with UAS. This request will support the planning for and subsequent processing of residual and incoming Section 333 exemptions, COA, type certifications, and experimental certificates associated with the expanded UAS access to the NAS. In addition, this request supports development and coordination of design, production, and airworthiness requirements, certification procedures, and international harmonization of FAA UAS certification activities. This program will allow for

- Visual Line of Sight operations in urban areas, planned Beyond Visual Line of Sight (BVLOS) operations in rural areas, and dynamic BVLOS operations in rural areas
- Continued development of UAS design approval process under the existing 21.17(b) special class type design regulations with its pathfinder project

What benefits will be provided to the American Public through this request?

The request provides for continued services for type, production and airworthiness certification of civil aeronautical products and parts. AIR is responsible for the establishment of safety standards and procedures governing the design, production and continued airworthiness of aircraft and aircraft parts. AIR provides the American public the engineering and manufacturing expertise to determine if an aircraft meets applicable standards and is safe to fly.

FY 2018 – Office of Aerospace Medicine (AAM)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	47,194	47,551	47,955	404
Program Costs	12,920	10,748	9,565	-1,183
Total	**$60,114**	**$58,299**	**$57,520**	**-$779**
FTE	**370**	**383**	**377**	**-6**

The FY 2018 request of $57,520,000 and 377 FTEs allows AAM to provide a broad range of external and internal aviation safety programs related to aerospace medicine. Current funds cover the AAM headquarters staff, medical specialties personnel, drug abatement division, 9 regional offices, 4 medical field offices, and the Civil Aerospace Medical Institute (CAMI).

What is this Program and Why is it Necessary?

AAM provides advice and technical support for medical policies and standards, medical rulemaking, airman medical certification appeals, psychiatry; agency employee medical clearance appeals; manages the development, implementation, administration, and compliance monitoring of the aviation industry drug and alcohol testing programs; and supports a wide range of national programs and administrative activities within their geographical areas. At CAMI, AAM develops and manages a system for the medical examination and certification of U.S. civil airmen; conducts medical and related human factors research projects applicable to the FAA's mission; develops and administers aerospace medicine education programs; operates a medical clinic; provides occupational health programs for the Mike Monroney Aeronautical Center; and plans, develops, and administers basic and refresher designee AME training.

AAM FY 2017-2018 programs include: AME Assisted Special Issuance and Conditions AMEs Can Issue Program (CACI), Aerospace Medicine Safety Information System (AMSIS), AAM SMS, Medical Guidance for Effective Screening for Disqualifying Medical Conditions, and International Leadership in Aerospace Medicine.

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Office of Aerospace Medicine	• Leading the world and collaborating in the development of medical standards for pilots and Air Traffic Control Specialists (ATCS) • Expanding risk based approaches to determine the eligibility of airmen for medical certification and ATCSs for medical clearances • Developing appropriate medical protocols and reviewing complex medical cases to medically certify all applicants who can be safely qualified to fly • Managing and supporting nearly 3,000 designees that perform critical aviation medical examiner duties for the FAA • Issuing medical clearances to Air Traffic Controllers • Improving our medically based approaches to managing aeromedical hazards • Conducting compliance and enforcement surveillance inspections of aviation industry employers that have required employee drug and alcohol testing programs • Managing the FAA internal substance abuse testing program • Overseeing the AME Training and Oversight program for designees • Providing critical physiological and survival training to thousands of GA and commercial pilots

What does this funding level support?

AAM is responsible for a broad range of external and internal aviation safety critical programs related to medicine. AAM leads the world in developing medical standards for pilots and ATCS; implements and manages systems to medically certify commercial and GA pilots; processes pilot medical certification and appeal cases, including special issuances for increasingly complex medical issues; manages medical clearance of ATCS; designates and overseeing AMEs; conducts compliance and enforcement inspections of aviation industry drug and alcohol testing programs; implements and overseeing drug and alcohol testing of FAA employees in safety critical and security jobs; and provides critical physiological and survival training to thousands of GA and commercial airmen.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Office of Aerospace Medicine	AAM plans to fulfill the following endeavors based on the resources provided in FY 2018: • Lead the world and collaborating in the development of medical standards for pilots and Air Traffic Control Specialists (ATCS) • Continue to expand risk based approaches to determine the eligibility of airmen for medical certification and ATCSs for medical clearances • Continue to develop appropriate medical protocols and reviewing complex medical cases to medically certify all applicants who can be safely qualified to fly • Manage, train and support nearly 3,000 aviation medical examiner (AME) designees that perform critical duties for the FAA conducting medical examinations of professional and private aviators • Oversee the AME Training and Oversight program for designees in AVS DMS; training and managing International Region designee AMEs in 90 countries; training DOD US Military residents in aerospace medicine in civil aviation medicine • Conduct compliance and enforcement surveillance inspections of aviation industry employers that have DOT required employee drug and alcohol testing programs • Manage the FAA internal substance abuse testing program • Provide critical physiological and survival training to thousands of GA and commercial pilots

What benefits will be provided to the American Public through this request?

This request will support on-going safety requirements for airman and air traffic controller medical certification, surveillance of industry drug and alcohol programs, surveillance of Aerospace Medical Examiners (AMEs), delivery of aerospace medical education courses for airman and occupational safety and health management services for agency employees.

FY 2018 – Office of Rulemaking (ARM)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	5,090	5,227	5,272	44
Program Costs	1,278	1,048	933	-115
Total	**$6,368**	**$6,275**	**$6,205**	**-71**
FTE	**39**	**35**	**35**	**-**

The FY 2018 request of $6,205,000 and 35 FTEs allows ARM to ensure FAA regulations are developed to improve safety levels according to approved processes and are completed within mandated timelines. Current ARM funds cover two divisions and a program analysis staff. The request also includes a $150,000 increase in funding for Unmanned Aircraft System (UAS) requirements.

What is this Program and Why is it Necessary?

ARM performs necessary rulemaking functions of developing, with the assistance of other internal stakeholders, FAA's rulemaking priorities for the current year and out-years; coordinates the development of rules with all internal and external stakeholders; processes petitions for rulemaking and petitions for exemption received from the aviation community; develops and implements improvements to critical FAA rulemaking and exemption processes and systems; and facilitates the ability of internal stakeholders to support such processes and systems.

ARM FY 2017-2018 programs include: Private Pilot Privileges Rule, UAS Rulemaking Initiatives, Part 23 Rule, Communication, Navigation and Surveillance Rule, International Regulatory Cooperation, and the Rulemaking Prioritization Program.

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Office of Rulemaking	• Improving the FAA's rulemaking program through emphasis on early stakeholder input and robust prioritization of potential rulemaking projects • Sending critical safety rules to the OST within 90 days of planned date • Processing 75 percent of exemption requests within 120 days and with an average processing time of under 90 days

What does this funding level support?

ARM is responsible for ensuring FAA regulations are developed to improve safety levels and are developed according to approved processes and are completed within mandated timelines. ARM accomplishes its rulemaking functions by developing, with the assistance of other internal stakeholders, FAA's rulemaking priorities for the current year and out-years, coordinating the development of rules with all internal and external stakeholders, processing petitions for rulemaking and petitions for exemption received from the aviation community, and developing and implementing improvements to critical FAA rulemaking and

exemption processes and systems, and facilitates the ability of internal stakeholders to support such processes and systems.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Rulemaking	• Defining and prototyping improved rulemaking processes for early stakeholder involvement • Revising and aligning the FAA regulatory agenda with executive orders related to rulemaking

Total Requested Discretionary Increase Requests:

Programs	Amount	FTP	FTE
Unmanned Aircraft System (UAS) Requirements	150,000	-	-
Total	**$150,000**	**-**	**-**

Unmanned Aircraft System (UAS) Requirements: Office of Rulemaking is requesting $150,000 to support UAS access into the NAS through UAS Rulemaking Initiatives. This increase supports the safe and efficient incorporation of new users such as UAS and is one of the AOA Priorities. Processing petitions for rulemaking and petitions for exemption received from the aviation community. This program will allow ARM to:

- Further develop and implement improvements to critical FAA rulemaking and exemption processes and systems
- Address more timely UAS registrations and operator certificates
- Allow for greater access to data relating to UAS aircraft and operators entering the world of aviation

What benefits will be provided to the American Public through this request?

ARM maintains an extensive base of knowledge from processing UAS 333 exemptions which provide authorization for companies to operate UAS. With RBDM petition analyses, ARM discerns patterns in the requested operations, the aircraft, and the models of UAS on the market and uses a standardized process along with the conditions and limitations for each UAS exemption. With this process evolution ARM has taken the lead in UAS exemption processing for most new exemptions requests, which now require only a summary grant document, and, as a result, some 90 percent of UAS 333 petitions have been granted successfully.

FY 2018 – Office of Accident Investigation and Prevention (AVP)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	11,709	12,014	12,116	102
Program Costs	14,004	12,659	11,267	-1,392
Total	**$25,713**	**$24,673**	**$23,383**	**-$1,290**
FTE	**69**	**67**	**66**	**-1**

The FY 2018 request of $23,383,000 and 66 FTEs provides analytical capabilities to identify risk affecting the entire air transportation system and industry. Current funding supports headquarters staff and 4 divisions.

What is this Program and Why is it Necessary?

AVP is the principal organization within the FAA with respect to aircraft accident investigation and all activities related to the NTSB. Its mission is to make air travel safer through investigation, data collection, risk analysis, and information sharing. AVP identifies corrective measures based on accident data and FAA/NTSB safety recommendations, coordinates FAA-wide participation in accidents and incident investigations, collects aviation safety data, identifies trends, and measures effectiveness of interventions, and leads agency efforts on RBDM and SMS.

AVP FY 2017-2018 programs include: Commercial Aviation Safety Team, GA Joint Steering Committee, Aviation Safety Information Analysis and Sharing (ASIAS), Risk Based Decision Making (RBDM), Safety Management Implementation for FAA and for AVS, and the Aviation Safety Research and Development Program.

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Office of Accident Investigation and Prevention	• Leading agency efforts to effectively address NTSB recommendations issued to the FAA. • Leading agency efforts to effectively address FAA Safety recommendations • Collecting and analyzing aviation safety data at a national level and consolidate the data under Aviation Safety Information and Sharing (ASIAS) Program. • Leading and managing RBDM and aligning the activities with the FAA Safety Management Systems (SMS), AVS SMS, and the U.S. State Safety Program (SSP) • Facilitating the continued maturation and evolution of the FAA's implementation of SMS and the U.S. SSP focusing on the effective use of SRM and safety assurance processes including the deployment of an initial FAA level hazard tracking system • Promoting safety management implementation across the aviation system and working with ICAO and other CAA to ensure consistency internationally • Advancing accident investigation by using root cause analysis techniques in analyzing data in conjunction with activity surrounding major accident

What does this funding level support?

AVP leads agency efforts on RBDM, SMS and many other agency initiatives. AVP is responsible for analytical capabilities to identify risk affecting the entire air transportation system and industry and manages corrective measures based on accident data and FAA/NTSB safety recommendations. AVP also coordinates FAA-wide participation in accidents and incident investigations; and collects aviation safety data, to identify trends, and measure effectiveness of interventions. In addition, AVP promotes and facilitates government/industry safety teams to identify emerging risks and implementation of safety mitigation strategies. Many of these programs are reported and monitored by OMB and are required per agency policies, the proposed budget will be reduced and/or some eliminate capabilities.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Office of Accident Investigation and Prevention	• Lead agency efforts to effectively address NTSB recommendations issued to the FAA • Lead agency efforts to effectively address FAA Safety recommendations • Continue to perform accident investigations at a reduced number, such as reducing most non-fatal air carrier investigations and eliminating some foreign investigations. Limiting the number of investigations impacts FAA's ability to quickly understand root causes of accidents and precursors and hinders our ability to discover potential critical safety issues that are exposed by foreign accident investigation authorities.

	• Collect and analyze aviation safety data while delaying migration of some elements of ASIAS from development to operations. There will also be the delay of critical upgrades to the architecture, reduced production of CAST and GAJSC safety metrics and the postponement of incorporating UAS and rotorcraft. • Facilitate government/industry safety teams to identify emerging system risk and implement risk mitigation strategies • Facilitate the continued maturation and evolution of the FAA's implementation of SMS and the U.S.SSP focusing on the effective use of SRM and safety assurance processes.

AVP leads agency efforts to effectively address NTSB recommendations issued to the FAA and FAA Safety recommendations, collects and analyzes aviation safety data at a national level and consolidate the data under ASIAS; leads and manages the initiative on RBDM and aligns the activities with the FAA SMS, AVS SMS, and the U.S. SSP; facilitates the continued maturation and evolution of the FAA's implementation of SMS and the U.S. SSP; focuses on the effective use of SRM and safety assurance processes; continues to promote SMS implementation across the aviation system and works with ICAO and other CAA to ensure consistency internationally; advances accident investigation by using root cause analysis techniques in analyzing data from major accident investigations; and leads government/industry efforts for the Commercial Aviation Safety Team and the GA Joint Steering Committee.

What benefits will be provided to the American public through this request?

This request supports the FAA's RBDM to make aviation safer and smarter by delivering advanced methods for historical risk analysis and future risk forecasting and by developing and operating safety management functions. As a result, newly identified hazards and ineffective controls for the most significant system-wide safety issues are identified, analyzed, and mitigated and safety performance is measured and managed. The request also supports the agency's strategic objectives by enhancing hazard tracking tools to ensure data consistency and reduce manual processes. The requirements for these programs have congressional mandate and support initiatives such as the Commercial Air Carrier Fatality Rate, the GA Joint Steering Committee and NextGen Safety Analysis.

FY 2018 – Air Traffic Safety Oversight Service (AOV)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	21,837	22,188	22,377	189
Program Costs	2,130	1,932	1,719	-213
Total	**$23,967**	**$24,120**	**$24,096**	**-$24**
FTE	**126**	**127**	**126**	**-1**

The FY 2018 request of $24,096,000 and 126 FTEs allows AOV to conduct independent safety oversight of the ATO – the air navigation services provider (ANSP) in the United States. Current funds cover AOV's operational presence in four separate geographic locations.

What is this Program and Why is it Necessary?

The Air Traffic Safety Oversight Service (AOV) is responsible for ensuring the ATO's compliance with its safety standards through the performance of risk-based, data-supported safety audits and assessments of ATO operations and system processes. AOV's oversight of the ATO follows a systems safety approach for continued operational safety, SMS standards, and credentialing for ATO operational personnel. It also reviews and approves the ATO's safety implementation actions and risk management strategies and the ATO's SMS. In addition, AOV participates in the development and harmonization of air traffic control international standards.

AOV FY 2017-2018 programs, include: ATO Surveillance through Audits and Assessments along with International Outreach for ANSP Oversight Development.

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Air Traffic Safety Oversight Service	• Conducting risk-based audits and assessments of Air Traffic Control facilities and Technical Operations locations, services, and program areas, ensuring the ongoing safety of the NAS • Overseeing ATO's adherence to its safety standards, utilizing multiple AOV automated surveillance tools and processes • Issuing FAA credentials to US Air Force, Navy, and Marine Corps Air Traffic Controllers as part of a joint initiative with Department of Defense • Monitoring changes to ATO's overarching and facility-specific standards • Engaging aviation professionals around the world by sharing strategies and best practices for conducting effective safety oversight of air traffic services • Participating in the ATO's Voluntary Safety Reporting Program (VSRP) for air traffic (ATSAP) and Technical Operations (TSAP)

What does this funding level support?

AOV provides independent safety oversight of the ATO's provisioning of air traffic services, using risk-based, data-supported surveillance methods to monitor the safety of the NAS. The authority delineating the responsibilities of the ATO and AOV remains separate and distinct. The ATO has the legal and primary functional obligation for providing safe and efficient air traffic services and risk assessments for changes to the NAS. AOV's role as a regulator is to assess the capability of the ATO to ensure safe air traffic policies and operations.

AOV accomplishes this independent safety oversight function by utilizing a systems safety approach for continued operational safety. For example, AOV conducts scheduled and unscheduled audits of air traffic and Technical Operations facilities, services, and/or program areas throughout any fiscal year. AOV manages the credentialing system for all Air Traffic Controllers and Airway Transportation Systems Specialists. Also, AOV has a critical role in the ATO Voluntary Safety Reporting Program (VSRP) by participating on ATSAP and TSAP Event Review Committees to examine, investigate, and respond to safety-related reports. AOV maintains an operational presence in four separate geographic locations, employing 133 personnel. This forward presence across the United States allows AOV timely access to major facilities. AOV employees are a mixture of former FAA Air Traffic Controllers, military Air Traffic Controllers, and Airway Transportation Systems Specialists, among other skill sets.

AOV continues to evolve its approach to conducting independent safety oversight of the ATO. In FY 2018, AOV anticipates it will achieve the following major accomplishments.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Air Traffic Safety Oversight Service	• Advance the tools and processes used to conduct safety oversight of the ATO by focusing on risk indicators and facility-specific assessments • Continue to conduct risk-based audits and assessments of Air Traffic Control facilities and Technical Operations locations, services, and program areas, ensuring the ongoing safety of the NAS • Oversee ATO's adherence to its safety standards, utilizing enhanced AOV automated surveillance tools and processes • Expand the issuance of FAA credentials to the US Army Air Traffic Controllers • Continue to monitor changes to ATO's overarching and facility-specific safety standards, creating synergy between numerous data sources and years of air traffic experience and expertise • Share AOV's safety oversight perspectives and experience in the international arena

What benefits will be provided to the American Public through this request?

This request will support on-going AOV independent safety oversight of the ATO's safety standards through various types of surveillance, including audits, assessments, compliance, investigations, inspections, and approvals, acceptances, and concurrences. The program initiatives conducted by AOV support on-going implementation of SMS principles within the NAS. AOV's continuing surveillance efforts utilize multiple AOV technical tools to capture and analyze relevant data on potentially hazardous safety trends of air traffic services. AOV evaluates the ATO's proposed safety risk mitigations and supports the FAA NextGen safety implementation goals. These critical AOV responsibilities ensure the safety of the NAS and ultimately that of the American public.

FY 2018 – Office of Unmanned Aircraft Systems Integration (AUS)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	-	6,728	6,785	57
Program Costs	-	5,995	8,885	2,890
Total	**-**	**$12,723**	**$15,670**	**$2,947**
FTE	**-**	**39**	**39**	**-**

The FY 2018 request of $15,670,000 and 39 FTEs allows AUS to facilitate the safe, efficient, and timely integration of UAS in to the National Airspace System (NAS). Current funding covers headquarters staff for 4 divisions. The request also includes a $4,800,000 funding increase for Unmanned Aircraft System (UAS) requirements.

What is this Program and Why is it Necessary?

AUS manages and coordinates international activities for UAS within AVS and with other FAA lines-of-business, ensures alignment of UAS international activities with U.S. and FAA strategy and collaborates with foreign civil aviation organizations to improve global aviation safety, manages projects and data for all UAS programs and activities, supports standards and policy development related to UAS and provides engineering resources to support UAS projects, and coordinates operational aspects of safe and timely integration of UAS within the National Airspace System (NAS).

AUS FY 2017-2018 programs, include: UAS Standards and Policy Development (Counter UAS, RTCA, Internal FAA UAS Rulemaking, Part 107 support), Stakeholder Engagement (DAC, UAST, UAS Symposium), Government and Industry Partnerships (Test Sites, Pathfinder Programs, Centers of Excellence), International Outreach (Global standards, Bilateral Agreements), UAS Data and Enterprise Architecture (B4UFLY, MITRE, sUAS Integrated Gateway).

Anticipated FY 2017 Accomplishments:

Function/Office	FY 2017 Anticipated Accomplishments
Office of Unmanned Aircraft System Integration	• Leading agency UAS efforts, working with National Security Agencies to effectively address security concerns • Publishing the UAS Research Management Plan • Publishing the UAS Roadmap • Identifying DAC priorities and coordinate activities with stakeholders • Processing waivers and exemptions to enable UAS Operations

What does this funding level support?

AUS facilitates activities for UAS within AVS and with other FAA lines-of-business to provide a clear path to UAS operations in the NAS that will be available to every UAS operator and every FAA employee. The request supports the growing demands for UAS operations, while continuing to support expanded rulemaking and the automation of FAA processes to enable future NAS growth. AUS will provide policy and technical assistance for UAS waivers and exemptions, to further the integration of UAS into the NAS. AUS

will also provide FAA-wide coordination for UAS policy and rulemaking direction, as well as coordination with industry.

Anticipated FY 2018 Accomplishments:

Function/Office	FY 2018 Anticipated Accomplishments
Office of Unmanned Aircraft System Integration	• Complete rulemaking activities to address UAS security concerns, including the Markings and Part 48 Final Rules • Develop the Part 107 Ops NPRM • Process waivers and exemptions to enable UAS Operations

Total Requested Discretionary Increase Requests:

Programs	Amount	FTP	FTE
Unmanned Aircraft System (UAS) Requirements	4,800,000		
Total	**$4,800,000**		

Unmanned Aircraft System (UAS) Requirements: AUS is requesting $4,800,000 to assist in the implementation of the UAS Global Engagement Strategy and work with standard-setting bodies to develop international standards that are consistent with U.S. priorities. The resource request will expand internal and external stakeholder outreach, education and communication services. The funds will also support the development of minimum performance standards, UAS detect and avoid strategies, and command and control implementation strategies.

What benefits will be provided to the American Public through this request?

Public expectation is that the FAA will continuously reduce the risk of flying while enabling new technologies to enter into the aviation system. The request will support the growing demands for UAS operations, while continuing to support expanded rulemaking and the automation of FAA processes for future NAS growth.

FY 2018 – Office of Quality, Integration, and Executive Services (AQS)
($000)

What is the request and what funds are currently spent on the program?

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	16,688	15,004	15,131	127
Program Costs	28,676	25,792	31,462	5,670
Total	**$45,364**	**$40,796**	**$46,593**	**$5,797**
FTE	**59**	**62**	**61**	**-1**

The FY 2018 request of $46,593,000 and 61 FTEs allows AQS to provide executive oversight and direction of consolidated management support services for AVS. Current funds cover the AVS Executive Office, AQS Executive Management, and 4 divisions. The request also includes $9,915,000 for the FY 2017 Transition to Operations and Maintenance (TOM) costs.

What is this Program and Why is it Necessary?

AQS coordinates the integration of business and operational processes across AVS. Its four divisions produce the following products and services: managing AVS QMS processes; oversight of special programs; leadership of strategic and business planning activities; development of employee training; development of the AVS budget; development and implementation of AVS wide human resource programs, coordination and oversight of all AVS administrative and management activities; and AVS internal communications program.

AQS FY 2017-2018 programs include: AVS QMS, AVS Occupational Safety and Health (OSH), Program and AVS-wide integrated Environmental Management System (EMS), AVS Telework Program, AVS Internal Communications Program, AVS Staffing Tool and Reporting System (ASTARS), AVS Diversity and Inclusion initiatives, Hiring Persons with Targeted Disabilities, Hiring Outreach and Recruitment Initiatives, and Reasonable Accommodations.

Anticipated FY 2017 Accomplishments

Function/Office	FY 2017 Anticipated Accomplishments
Office of Quality, Integration, and Executive Services	• Maintaining the AVS ISO Certification • Meeting the NARA annual requirements for Records Management • Supporting teleworking • Implementing the Office of Aerospace Medicine, Medical Certification component within the ASTARS • Developing and implementing AVS-wide Human Resource and Leadership Development Programs in support of agency programs • Implementing communications and employee engagement strategies to keep AVS employees informed of latest safety news pertinent to their mission • Collaborating with the FAA Office of Communications and other lines of business (LOBs) to assist with agency-wide social engagement platforms such as IdeaHub • Establishing an approach for improved management of AVS Information Technology Systems • Continue collaboration efforts to close OIG/GAO recommendations • Develop dashboard for tracking AVS planning and programmatic milestones

What does this funding level support?

AQS is responsible for establishing integrated policy and processes for systems that support aviation safety. AQS manages the AVS-wide QMS and is the lead for maintaining the AVS ISO 9001:2008 certification. AQS manages and provides AVS-wide guidance for strategic and business planning, internal communications, OIG/GAO audits and reports to Congress, financial management, human resource management; integrates training and development services; oversees the AVS Environmental Protection Policy; and oversees the AVS OSH.

Anticipated FY 2018 Accomplishments

Function/Office	FY 2018 Anticipated Accomplishments
Office of Quality, Integration, and Executive Services	• Maintain the AVS ISO Certification • Meet the NARA annual requirements for Records Management • Support teleworking • Manage and maintain the ASTARS models for AFS, AIR and AAM (Medical and Airmen Certification Programs) for input into the AVS Workforce Plan • Identify work activity measures for the Office of Unmanned Aircraft Systems Integration to support development of draft ASTARS model • Develop dashboard for tracking AVS planning and programmatic milestones

Transition to Operations and Maintenance in FY 2017:

Program	Service Unit	Amount
A25.02-01/02, Safety Approach for Safety Oversight (SASO)	AQS, AFS	7,663
A26.01-00, Aviation Safety Knowledge Management Environment (ASKME)	AQS, AIR	444
A17.01-02, Regulation and Certification Infrastructure for Safety System (RCISS)	AQS, AVS	1,808
Transition to Operations and Maintenance in FY 2017		**$9,915**

Safety Approach for Safety Oversight (SASO) Phase II Beta: The SASO Program will transform AFS and the aviation industry to a national standard of system safety based upon International Civil Aviation ICAO SMS principles. SASO Phase 2a developed the AFS SAS, supporting the Safety Assurance component of the AVS SMS, for Title 14, Code of Federal Regulations (CFR) Parts 121 (major air carriers), 135 (on-demand or schedule operations) and 145 (repair stations). Phase 2a is currently in the Solution Implementation Phase of the Acquisition Management System (AMS) process.

SASO Phase 2b is a continuation of the efforts begun in Phase 2a and has been segmented into two parts. SASO Phase 2b, Segment 1 includes additional SAS development for the remaining Title 14 CFR Parts for which AFS has oversight responsibility along with the development and implementation of the four SMS components; Safety Assurance, Safety Policy, SRM and Safety Promotion. Development and implementation of the Safety Assurance component began in Phase 2a, with the development and deployment of the SAS, but it will be further defined, developed and deployed in Phase 2b, Segment 1.

Aviation Safety Knowledge Management Environment (ASKME) Program, Segment 2. This is a one-time request to support the transition deployment of the Segment 2 Integrated Systems into operations, and required operations and preventative maintenance. The request provides for enhancements to previously deployed Segment 1 systems. The enhancements will improve the usefulness and productivity for the end-users, namely Aviation Safety Engineers and Aviation Safety Inspectors, and related AIR personnel; transition new functionality into operations; and integrate those systems into the Segment 2 environment/portal. The underlying goal is to stay compliant with current AIR policies, requirements, and business process to integrate the previously deployed systems into the integrated portal.

ASKME systems support AIR business processes. The Aircraft Certification process software is being developed as part of the ASKME Segment 2 Integrated System, with the goal of streamlining the overall certification process. This supports Sec. 312 of P.L. 112-95, FAA SMS, and RBDM Strategic Initiative.

Regulation and Certification Infrastructure for System Safety (RCISS): Contractor support for the RCISS Enterprise Architecture Framework (EAF) project - This support will implement and maintain a new COTS data intelligence software tool that will play an integral part in agency adoption of Enterprise Information Management (EIM) as a strategic approach to optimizing information. This directly supports the RBDM initiative. EAF support is responsible for vital data architecture services including the following: Enterprise Data Architecture reviews, AMS artifacts, EIM architecture development, Federal Enterprise Architecture Data Reference Model mapping and data modeling, OMB Open Data Policy Support, FAA Data Registry metadata, Data Standards support, Data Sources for Service Oriented Architecture (SOA), and Master Data Management support.

Contract support for the RCISS SOA project - SOA contract support is responsible for the overall support implementation and maintenance for the RCISS SOA capability. This includes defining the SOA strategy and roadmap to managing all provider and consumer access to enterprise web services, messaging, business process management and business rule products. They assist application teams in developing their solutions to leverage the SOA infrastructure and develop standards for the use, performance, management and security of services or solutions available for reuse. They are also responsible for all SOA infrastructure upgrades, patches, infrastructure designs and security reviews. A growing number of major application development programs are relying on the infrastructure they support. RCISS SOA capabilities result in overall better functionality and lifecycle cost savings for its customers who leverage its available reusable services.

What benefits will be provided to the American Public through this request?

This request will support AVS executive oversight and AQS management support of the organizational components that provide safety services. AQS cross-functional programs provide oversight and direction for QMS processes, strategic planning, employee development, finance and communication services that support the surveillance, certification, and rulemaking actions conducted by the organization's safety workforce.

Explanation of Funding Changes

	Dollars ($000)	FTE
Aviation Safety	**$1,962**	**-85**
Overview: For FY 2018, the Associate Administrator for Aviation Safety requests $1,257,981,000 and 7,244 FTEs to meet its safety mission. The FY 2018 request level reflects adjustments to base, other changes, discretionary adjustments, and a base transfer. This represents an increase of $1,962,000 over the FY 2017 level.		
Adjustments to Base	**$31,271**	**-**
FY 2018 Pay Raises: This increase is required to provide for costs associated with base salary increases (January to September) resulting from the proposed government-wide pay raise. The factor used is (0.75) of 1.9 percent.	15,510	
Annualization of FY 2017 Pay Raises: This increase is required to provide for the remaining quarter of the FY 2016 government-wide pay raise of 2.1 percent. The factor used is (0.25) of 1.0 percent.	5,472	
Transition from Facilities & Equipment (F&E) to Operations (Ops): **Safety Approach for Safety Oversight (SASO) -** The SASO Program will transform the FAA's Flight Standards Service (AFS) and the aviation industry to a national standard of system safety based upon International Civil Aviation Organization (ICAO) Safety Management System (SMS) principles. SASO Phase 2a requirements include security, training and automation requirements. In FY 2015, a total of 100 sites achieved Initial Operational Capability (IOC). The funding request provides for second level engineering and recurring travel and training.	7,663	
Transition from Facilities & Equipment (F&E) to Operations (Ops): **Aviation Safety Knowledge Management Environment (ASKME) -** This request will provide $444,000 to transition Segment 2 Integrated Systems into operations, and required operations and preventative maintenance. ASKME supports AIR business processes. The aircraft certification process software is being developed as part of the ASKME Segment 2 Integrated System, with the goal of streamlining the overall certification process.	444	
Transition from Facilities & Equipment (F&E) to Operations (Ops): **Regulation and Certification Infrastructure for System Safety (RCISS) -** This request seeks to secure Operations & Maintenance (O&M) funding commensurate with supporting the capabilities fielded in support of the Aviation Safety (AVS) Information Technology (IT) infrastructure through investment of Facilities & Equipment (F&E) funding. The items transitioning from F&E to O&M include contractor support, maintenance of new IT software and data maintenance capabilities, and maintenance of critical telecommunications infrastructure components.	1,808	
Working Capital Fund: This cost adjustment is requested to support the Department of Transportation's (DOT) Working Capital Fund (WCF) profile. These adjustments are being made to best align each office's resources within their expected WCF costs.	374	
Other Changes	**-$21,789**	**-56**
Workforce Reduction Through Attrition: Restricted hiring to achieve savings through attrition.	- 8,326	-56
AVS Savings: Aviation Safety (AVS) will achieve efficiencies through reductions in various programmatic areas (contracts, travel, equipment, supplies, lease properties, etc.)	- 13,463	
Discretionary Adjustments	**$7,000**	**-**

Unmanned Aircraft System (UAS) Requirements: This increase supports the NAS Initiative to expand the safe and efficient incorporation of UAS. This resource request will enable AVS to support increased demand for new UAS aircraft, operators and airmen services as manufacturing and operations requirements expand. To continue to meet challenges of safe integration into the NAS, AVS has requested additional resources. The program approach outlined in this Initiative includes adapting services and regulatory approaches in order to integrate UAS operations into the NAS in a timely fashion and with the same level of safety and efficiency as other legacy operations.	7,000	-
Base Transfers	**-$14,520**	**-29**
FY 2017 Flight Standard Services Staffing (ATO to AVS): This request transfers $189K and 1FTP/1FTE from the Air Traffic Organization, Mission Support Services (ATO/AJV) to Aviation Safety, Flight Standard Services (AVS/AFS).	189	1
Flight Program Operations (AVS, ANG to ATO): This request transfers $15.2K and 34FTP/34FTE from the Aviation Safety Organization, AVS (30 FTP/FTE) & NextGen and Operations, ANG (4 FTE/FTP) to the Air Traffic Organization, ATO. In addition, 34FTP/34FTE transfers from the ATO Franchise Fund account into the ATO Operations account.	-14,709	-30

Staffing Information

	FY 2016 Actual	FY 2017 Estimate	Proposed Change	FY 2018 Request
Direct Full Time Equivalents (FTEs)	**7,173**	**7,330**	**(86)**	**7,244**
Flight Standards Service	5,174	5,274	(68)	5,206
Aircraft Certification Service	1,336	1,343	(9)	1,334
Office of Aerospace Medicine	370	383	(6)	377
Office of Rulemaking	39	35	0	35
Air Traffic Safety Oversight Service	126	127	(1)	126
Office of Accident Investigation and Prevention	69	67	(1)	66
Office of Unmanned Aircraft Systems Integration	0	39	0	39
Office of Quality, Integration and Executive Services	59	62	(1)	61
End of Year Employment (FTP)	**7,300**	**7,406**	**(140)**	**7,266**
Flight Standards Service	5,248	5,318	(99)	5,219
Aircraft Certification Service	1,369	1,353	(24)	1,329
Office of Aerospace Medicine	378	391	(10)	381
Office of Rulemaking	40	38	(1)	37
Air Traffic Safety Oversight Service	137	133	(3)	130
Office of Accident Investigation and Prevention	67	72	(2)	70
Office of Unmanned Aircraft Systems Integration		40	0	40
Office of Quality, Integration and Executive Services	61	61	(1)	60

As of April 2017

Safety Critical/Operational Support Staffing
End of Year Employment, Full Time Permanent

	FY 2016 Actual	FY 2017 Estimate	FY 2018 Request
Flight Standards Service	**5,248**	**5,318**	**5,219**
Engineers	22	4	4
Aviation Safety Inspectors	4,036	4,161	4,120
Safety Technical Specialists	432	448	428
Operational Support	758	705	667
Aircraft Certification Service	**1,369**	**1,353**	**1,329**
Manufacturing Safety Inspectors	246	270	267
Pilots, Engineers and CSTAs	773	752	745
Safety Technical Specialist	191	172	165
Operational Support	159	159	152
Office of Aerospace Medicine	**378**	**391**	**381**
Physicians, Physician Assistants, Nurses	52	57	56
Alcohol/Drug Abatement Inspectors	56	70	69
Safety Technical Specialist	226	220	213
Operational Support	44	44	43
Air Traffic Safety Oversight Service	**137**	**133**	**130**
Air Traffic Safety Inspectors	59	58	57
Safety Technical Specialist	74	68	66
Operational Support	4	7	7
Office of Rulemaking	**40**	**38**	**37**
Safety Technical Specialist	37	35	34
Operational Support	3	3	3
Office of Accident Investigation and Prevention	**67**	**72**	**70**
Air Safety Inspectors	8	9	9
Safety Technical Specialist	45	53	51
Operational Support	14	10	10
Office of Unmanned Aircraft Systems Integration	**0**	**40**	**68**
Air Safety Inspectors	0	21	21
Safety Technical Specialist	0	13	13
Operational Support	0	6	6
Office of Quality, Integration and Executive Services	**61**	**61**	**60**
Safety Critical Staff	7	12	12
Operational Support	54	49	48
Total	**7,300**	**7,406**	**7,266**
Safety Critical Staff	6,264	6,423	6,330
Operational Support	1,036	983	936

Note: In FY 2017, the Unmanned Aircraft Systems Integration Office was established.

As of April 2017