



FOUNDED 1977

## PROFESSIONAL AIRWAYS SYSTEMS SPECIALISTS

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August 8, 2005

Marion C. Blakey  
Administrator  
Federal Aviation Administration  
800 Independence Ave., S.W.  
Washington, DC 20591

Dear Administrator Blakey:

I recently received your draft FAA Flight Plan for 2006-2010, along with an invitation to review the plan and provide comments. I feel I must decline to offer comments for several reasons, but let me share with you the most important ones.

First, I believe any offer from the agency to provide comments is merely an effort to put the agency in a position where it can falsely characterize PASS as having either agreed with or meaningfully participated in the development of the flight plan. This has happened far too often for me to believe the agency is sincere in its request for input. Thus, we will provide our comments on the strengths and weaknesses of the plan at the appropriate time following its publication.

Second, the FAA has made it very clear over the last couple of years that the opinions and input of PASS and its members are not valued or desired by the agency. The fact that PASS members who were working with the agency on key NAS modernization initiatives have been systematically barred from the collaborative efforts in which they were engaged tells me that the views of PASS are not respected or desired by the agency.

If PASS believed that the agency was sincere in wanting to hear our views on key plans or initiatives, we would be more than willing to provide them. However, given our belief that this request is merely a bureaucratic box to be checked and there is no desire to collaborate with PASS, I must decline to offer any comments on the plan at this time.

Sincerely,

Thomas Brantley  
PASS National President

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U.S. Department  
of Transportation

Office of the Administrator

800 Independence Ave., S.W.  
Washington, D.C. 20591

Federal Aviation  
Administration  
July 27, 2005

Mr. Thomas Brantley  
President  
Professional Airways Systems Specialists  
1150 17th Street, NW, Suite 702  
Washington, DC 20036

Dear Tom:

Enclosed is a draft FAA Flight Plan for 2006-2010 for your review and comment. Over the past two years, your suggestions on the FAA's Flight Plan have helped set the future direction of the agency and ensured that our goals reflect the needs of the aviation industry. We made the commitment to update the Flight Plan annually, and we view your comments as part of our recipe for success. Please note that because we are sending the 2006 plan out before the end of the year, the summary of our performance for 2005 is subject to change.

The following are some of the key changes we are proposing to make to this year's draft Flight Plan:

- We've added new initiatives to reflect our joint efforts with NASA and the Departments of Defense, Commerce, Homeland Security, Transportation, and the Office of Science and Technology Policy, in continuing to develop the road map for the Next Generation Air Transportation System.
- Under the Increased Safety goal, we combined the objective and target to reduce Alaska accidents with the overall objective to reduce general aviation fatal accidents. In addition, we would like your input in setting realistic FY 2010 goals (hard numbers and rates) for our Operational Errors and Runway Incursions performance measures. You will see that they still reflect our FY 2009 targets.
- Under the Greater Capacity goal, we deleted the Oceanic En-Route Change Requests performance measure. Frankly, the measure is not yet robust or mature enough to baseline the benefits of the Advanced Technologies and Oceanic Procedures software we recently implemented. We've added an initiative to develop better oceanic metrics once we have collected and analyzed the ATOP data. Again, we haven't yet determined our FY 2010 goal for the on-time performance measure

and would like your assistance in setting a challenging but achievable goal that considers the increase in volume of traffic in the system.

- Under the International Leadership goal, we've placed a greater emphasis on Asia, the Middle East, and Latin America. The plan also proposes new performance measures and initiatives to account for detailed safety and certification implementation work that must be accomplished to make bilateral aviation safety executive agreements effective.
- Under the Organizational Excellence goal, we added a number of new strategies, initiatives, and performance measures tied directly to the President's Management Agenda to help us focus on the management of our human capital and financial resources. Also, with the Aviation Trust Fund expiring in 2007, we need to work closely with you on developing a stable funding stream more closely tied to our costs, services, and performance.

We look forward to your comments. Please email them to the Manager of the Strategic Planning Branch, Chuck Dennis, at [chuck.dennis@faa.gov](mailto:chuck.dennis@faa.gov). If you have any questions, he can be reached at 202-267-3220.

Sincerely,

A handwritten signature in black ink, appearing to read "Marion", written in a cursive style.

Marion C. Blakey  
Administrator