



U.S. DEPARTMENT OF TRANSPORTATION

OFFICE OF INSPECTOR GENERAL

**Inspector General Review of the Federal
Aviation Administration's Fiscal Year 2020
National Drug Control Program Activities**

Report No. FI2021019

February 17, 2021



Inspector General Review of the Federal Aviation Administration's Fiscal Year 2020 National Drug Control Program Activities

Required by the Office of National Drug Control Policy Circular, National Drug Control Program Agency Compliance Reviews

FI2021019 | February 17, 2021

What We Looked At

Under the Office of National Drug Control Policy (ONDCP) Circular, *National Drug Control Program Agency Compliance Reviews*, when drug-related obligations total less than \$50 million and a full compliance with the Circular would constitute an unreasonable reporting burden, agencies may submit alternative reports. The Federal Aviation Administration (FAA) submitted alternative Budget Formulation Compliance, Detailed Accounting, and Performance Summary reports. We reviewed the reports and related management assertions to determine the reliability of those assertions in compliance with the Circular. We conducted our review in accordance with generally accepted Government auditing standards for attestation engagements. We limited our review to inquiries and analytical procedures appropriate for an attestation review according to the Circular's criteria.

What We Found

We were not able to validate the budget amounts in FAA's Budget Formulation Compliance Report because FAA did not provide sufficient supporting documentation to allow a review. As a result, we were not able to conclude that the funding levels in the budget submission provided by the budget decision units to FAA were without alteration or adjustment.

We were not able to verify the reasonableness of FAA's reported Air Traffic Organization (ATO) obligations because FAA did not provide documentation to support the obligations. We also noted that the estimation method FAA used to determine its ATO obligations included a baseline full-time equivalent level last updated in 2003.

Because FAA did not provide a signed assertions letter related to performance with its Performance Summary Report, as required, we were unable to perform procedures related to performance assertions. Based on our review of FAA's fiscal year 2020 Budget Formulation Compliance, Detailed Accounting, and Performance Summary reports, we were not able to conclude on the reliability of FAA's management assertions.



**U.S. Department of
Transportation**

February 17, 2021

Director, Office of Policy, Research, and Budget
Office of National Drug Control Policy
750 17th St., N.W.
Washington, DC 20503

Dear Director:

This report presents the results of our independent review of the Federal Aviation Administration's (FAA)'s fiscal year 2020 Budget Formulation Compliance, Detailed Accounting, and Performance Summary reports to the Office of National Drug Control Policy (ONDCP). The reports and our review are required by 21 U.S.C. § 1704(d) and ONDCP Circular *National Drug Control Program Agency Compliance Reviews*, dated October 22, 2019. Our objective is to express a conclusion about the reliability of each assertion made in each report.

FAA was required to submit its reports along with our authentication of those reports to ONDCP by February 1, 2021. We requested that FAA provide its reports to us by December 11, 2020, but we did not receive the reports until January 13, 2021. Because of this delay, we were unable to authenticate the reports prior to FAA's submission deadline.

The Circular states that when prior year drug-related obligations are less than \$50 million and compliance with the Circular would constitute an unreasonable burden, agencies may submit alternative reports. Because its drug-related obligations for fiscal year 2020 totaled less than \$50 million, FAA submitted alternative reports. We reviewed FAA's reports and related management assertions to determine the reliability of those assertions in compliance with the Circular in all material respects. We conducted our review in accordance with generally accepted Government auditing standards for attestation engagements. An attestation review is substantially more limited in scope than an examination, which would express an opinion on the accuracy of FAA's fiscal year 2020 Budget Formulation Compliance, Detailed Accounting, and Performance Summary reports. Because we conducted an attestation review, we do not express such an opinion.

Budget Formulation Compliance Report

We performed review procedures on FAA's fiscal year 2020 Budget Formulation Compliance Report (see enclosure 1) according to the Circular's criteria. We limited our work to inquiries and analytical procedures appropriate for an attestation review. Specifically, we performed procedures to determine whether FAA submitted the summer budget timely and funding levels represented bureau-level request.

Based on our review, we determined FAA timely submitted its summer budget. Additionally, we noted that FAA reported drug resources totaling \$34.235 million on its fiscal year 2020 budget formulation compliance report. However, we were unable to validate the budget amounts because FAA did not provide sufficient supporting documentation. As a result, we were unable to conclude that the funding levels in the budget submission to FAA by the budget decision units were without alteration or adjustment by FAA officials.

Detailed Accounting Report

We performed review procedures on FAA's fiscal year 2020 Detailed Accounting Report (see enclosure 2) according to the Circular's criteria. We limited our work to inquiries and analytical procedures appropriate for an attestation review. Specifically, we performed procedures for the purpose of expressing a conclusion about the reliability of each of the seven assertions made in FAA's drug control obligations summary report.

We reviewed \$21.290 million in obligations from two of FAA's drug control decision units—Aviation Safety/Aerospace Medicine (AVS/AAM) and Security and Hazardous Materials Safety (ASH)—and traced those obligations to the Department of Transportation's accounting system without exception. Additionally, FAA reported drug control obligations totaling \$11.965 million for its Air Traffic Organization (ATO) decision unit. However, because FAA did not provide documentation to support the obligations reported, we were unable to verify the reasonableness of its reported ATO obligations.

We also noted that the estimation method FAA used to determine its ATO obligations included a baseline full-time equivalent (FTE) level last updated in 2003. Using an outdated baseline can result in an estimate that does not reasonably reflect a current level-of-effort related to drug control activities.

We reviewed FAA's drug methodologies, including a modification made to ASH's methodology, and did not identify any issues with the reasonableness and

reliability of the AVS/AAM and ASH's accounting methodology. Also, nothing came to our attention indicating that a methodology other than the two disclosed in the report was used to generate the fiscal year 2020 drug control obligations summary table or that material weaknesses or other findings may have impacted the prior year drug-related obligations existed.

FAA asserted that there was no reprogramming or transfer of drug control funds. Based on our review, we identified a difference between the fiscal year 2020 total enacted amounts and the total amounts reported. The difference identified did not exceed \$5 million or 10 percent of the FAA drug control program's enacted amount. As a result, there was no indication that drug control funds were reprogrammed or transferred. Also, FAA did not issue any fund control notices during the fiscal year.

Performance Summary Report

FAA's performance targets for fiscal year 2020 were to ensure the aviation industry conducts random drug and alcohol testing of safety sensitive employees with results not exceeding 1 percent positives for drugs and 0.5 percent positives for alcohol; and initiate regulatory investigations on 95 percent of airmen involved in the sale or distribution of illegal drugs within 30 days of knowledge of a conviction or notification by law enforcement.

FAA indicated that it met its performance targets. However, FAA did not provide a signed assertions letter related to performance with the Performance Summary Report (see enclosure 3), as required. We were therefore unable to perform any procedures related to performance assertions.

Conclusion

We were unable to conclude on the reliability of FAA's management assertions based on our reviews of FAA's fiscal year 2020 Budget Formulation Compliance, Detailed Accounting, and Performance Summary reports.

We appreciate the cooperation and assistance of the Department of Transportation's representatives. If you have any questions about this report, please call me at (202) 329-0694.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis C. King". The signature is fluid and cursive, with the first name "Louis" being the most prominent part.

Louis C. King

Assistant Inspector General for Financial Audits

cc: The Secretary
DOT Audit Liaison, M-1
FAA Audit Liaison AAE-100

Enclosure 1. Budget Formulation Compliance Report

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION
NATIONAL DRUG CONTROL
FY 2020 BUDGET FORMULATION COMPLIANCE REPORT



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Budget Formulation Compliance Report (BFCR) Table of Contents

BFCR, Part A: Summer Budget Formulation Information

1. Copy of the FY 2022 Summer Drug Budget Transmittal Letter submitted to ONDCP
2. Copy of the FY 2022 Summer Drug Budget Resource Summary Table submitted to ONDCP

BFCR, Part B: Assertions – Timeliness and Accurate Reporting of Budget Levels

1. Letter with signed assertions by the Chief Financial Officer (CFO)

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Resource Summary

	Budget Authority (in millions)		
	FY 2020 Enacted	FY 2021 PB	FY 2022 Request
Prevention	\$17.500	\$19.800	\$19.800
Intelligence - Interdiction	\$13.755	\$14.415	\$14.456
Investigations	\$1.190	\$1.370	\$1.370
State & Local Assistance	\$1.790	\$2.450	\$2.253
Total Drug Resources by Function	\$34.235	\$38.035	\$37.878
Drug Resources by Decision Unit			
Air Traffic Organization	\$11.965	\$11.965	\$12.203
Aviation Safety/Aerospace Medicine	\$18.690	\$21.170	\$21.170
Security and Hazardous Material Safety	\$3.580	\$4.900	\$4.505
Total Drug Resources by Decision Unit	\$34.235	\$38.035	\$37.878
Drug Resources Personnel Summary			
Total Full Time Equivalents (direct only)	170	189	188
Drug Resources as a percent of Budget			
Total Federal Aviation Administration Budget (in billions)	\$27.618	\$17.522	\$16.813
FAA Drug Resources percentage of total budget	0.12%	0.22%	0.23%



U.S. Department
of Transportation
**Federal Aviation
Administration**

Assistant Administrator for Financial Services and
Chief Financial Officer

800 Independence Ave. SW
Washington, D.C. 20591

The Honorable James W. Carroll, Jr.
Director
Office of the National Drug Control Policy
17th St., NW
Washington, DC 20503

Dear Director Carroll:

In accordance with the *Office of National Drug Control Policy (ONDCP) Circular: National Drug Control Program Agency Compliance Reviews*, issued October 22, 2019, the Federal Aviation Administration's (FAA) Fiscal Year 2020 Budget Formulation Compliance Report is enclosed. FAA's obligations for drug-related activities fall below the reporting threshold of \$50 million; therefore, only a limited report is required to satisfy the statutory requirement.

As specified by the Circular, the report consists of the transmittal letter as well as the drug budget resource summary table associated with the Summer FY 2022 submission. The table only includes the drug budget request from the Department of Transportation since a formal President's Budget has not yet been approved for FY 2022.

Assertions

1. Timeliness of budget submission.

The FAA's summer drug budget was provided to ONDCP concurrent with our FY 2022 budget submission to the Office of the Secretary.

2. Funding levels represent bureau level requests.

The funding request represents the funding levels in the budget submission without alteration or adjustment by the FAA.

3. FY 2022 funding levels for the President's Budget have not been established.

A formal President's Budget for FY 2022 has not been approved so the table included in this report only includes the Department of Transportation's budget request for FY 2022.

FAA's point of contact for this report is Peter Toman. He can be reached at (202) 267-5451, if further assistance is required.

Sincerely,

DAVID RICKARD Digitally signed by DAVID RICKARD
Date: 2021.01.13 09:04:24 -05'00'

David Rickard
Acting Chief Financial Officer

Enclosures

Enclosure 2. Detailed Accounting Report

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION
NATIONAL DRUG CONTROL
FY 2020 DETAILED ACCOUNTING REPORT



Table of Contents

Detailed Accounting Report (DAR) Table of Contents

DAR, Part A: Drug Control Funding Obligations

1. Table of Prior Year Drug Control Obligations
2. Aviation Safety/Office of Aerospace Medicine (AVS/AAM) Report
 - a. Drug Methodology
 - b. Methodology Modifications
 - c. Material Weaknesses or Other Findings
 - d. Reprogrammings or Transfers
 - e. Other Disclosures
3. Security and Hazardous Materials Safety (ASH) Report
 - a. Drug Methodology
 - b. Methodology Modifications
 - c. Material Weaknesses or Other Findings
 - d. Reprogrammings or Transfers
 - e. Other Disclosures
4. Air Traffic Organization Report
 - a. Drug Methodology
 - b. Methodology Modifications
 - c. Material Weaknesses or Other Findings
 - d. Reprogrammings or Transfers
 - e. Other Disclosures

DAR, Part B: Assertions

1. Letter with signed assertions by the CFO

1. Table of Prior Year Drug Control Obligations

Obligations Summary
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
(Dollars in Millions)

RESOURCE SUMMARY

	FY 2020 Enacted	FY 2020 Actual
Drug Resources by Budget Decision Unit and Function:		
Decision Unit: Air Traffic Organization		
Intelligence Interdiction	\$11.965	\$11.965
International	\$0.000	\$0.000
Investigations	\$0.000	\$0.000
Prevention	\$0.000	\$0.000
Prosecution	\$0.000	\$0.000
Recovery	\$0.000	\$0.000
Research & Development	\$0.000	\$0.000
State & Local Assistance	\$0.000	\$0.000
Treatment	\$0.000	\$0.000
Total, Air Traffic Organization	\$11.965	\$11.965
Decision Unit: Aviation Safety/Aerospace Medicine		
Intelligence Interdiction	\$0.000	\$0.000
International	\$0.000	\$0.000
Investigations	\$1.190	\$1.380
Prevention	\$17.500	\$16.310
<i>Industry</i>	\$11.900	\$11.220
<i>Internal</i>	\$5.600	\$5.090
Prosecution	\$0.000	\$0.000
Recovery	\$0.000	\$0.000
Research & Development	\$0.000	\$0.000
State & Local Assistance	\$0.000	\$0.000
Treatment	\$0.000	\$0.000
Total, Aviation Safety/Aerospace Medicine	\$18.690	\$17.690
Decision Unit: Security and Hazardous Material Safety		
Intelligence Interdiction	\$1.790	\$1.800
International	\$0.000	\$0.000
Investigations	\$0.000	\$0.000
Prevention	\$0.000	\$0.000
Prosecution	\$0.000	\$0.000
Recovery	\$0.000	\$0.000
Research & Development	\$0.000	\$0.000
State & Local Assistance	\$1.790	\$1.800
Treatment	\$0.000	\$0.000
Total, Security and Hazardous Material Safety	\$3.580	\$3.600
Drug Resources by Function:		
Intelligence Interdiction	\$13.755	\$13.765
International	\$0.000	\$0.000
Investigations	\$1.190	\$1.380
Prevention	\$17.500	\$16.310
Prosecution	\$0.000	\$0.000
Recovery	\$0.000	\$0.000
Research & Development	\$0.000	\$0.000
State & Local Assistance	\$1.790	\$1.800
Treatment	\$0.000	\$0.000
Total Funding	\$34.235	\$33.255
Drug Resources Personnel Summary		
Air Traffic Organization	59	59
Aviation Safety/Aerospace Medicine		
Investigations: Industry Drug Abatement	7	6
Prevention: Industry Drug Abatement	70	71
Prevention: Internal Substance Abuse Program	15	13
Security & Hazardous Materials	19	21
Total FTEs (direct only)	170	170
Drug Resources as a Percent of Budget		
Total Agency Budget	\$ 27,618	\$ 27,618
Drug Resources Percentage	0.12%	0.12%

2. Aviation Safety/Office of Aerospace Medicine (AVS/AAM) Report

(a) Drug Control Methodology:

The FAA has written procedures to identify their drug control obligations. The Office of Aerospace Medicine's (AAM) drug control obligations are properly identified in Delphi, the Department of Transportation's (DOT) accounting system, and follow DOT's and FAA's OMB-A123 procedures.

AAM's drug control fund information is identified and tracked in Delphi using unique accounting project Codes, task codes, organization expenditure code, and program element. AAM's Drug Control Funds are assigned a separate allocation code for accounting of project funds in Delphi.

AAM does not use information received from outside the Department of Transportation to record drug control obligations.

An AAM four step process is in place to monitor AAM's Drug Control Program obligations (not including personnel compensation and benefits) obligations:

- Administrative Assistant review;
- Program Manager approval;
- AAM Finance Branch fund certification; and
- Delphi reconciliation.

Monthly reconciliation of data recorded in the Delphi accounting system is the key to the program's office financial oversight to ensure complete and timely recording of the transactions.

AAM determines drug control amounts on the basis of estimates supported by (1) historical data obtained from the agency accounting system, and (2) requirements for the year. AAM ultimately compares these estimates to actual amounts when they become available. AAM accounts for the Drug Control expenditures using our internal cuff record system, signed documentation, and Delphi reconciliation.

(b) Methodology Modifications:

None

(c) Material Weaknesses or Other Findings:

None

(d) Reprogramming or Other Transfers:

None

(e) Other Disclosures:

None

3. Security and Hazardous Materials Safety Report

(a) Drug Control Methodology:

FAA's Office of Security and Hazardous Materials Safety (ASH) follows the guidance established by the FAA (e.g., the FAA Financial Manual) for all obligations.

ASH's Law Enforcement Assistance Program (LEAP) accounting information can be segregated in DELPHI because LEAP has a unique Budget Line Item (BLI), 464000, which enables ASH to identify total payroll and other object class obligations associated with the program.

The FAA utilizes Delphi, Oracle Business Intelligence Enterprise Edition (OBIEE), and Labor Distribution Reporting (LDR) data from the Platform for Unified Reports for the Enterprise to acquire financial obligation data. ASH used the Delphi OBIEE report AGL99001-B2R Status of Fund YTD report to isolate obligations for FY 2020. The report was run for FY 2020 obligations. The following parameters were used, as well as several additional columns that provided more information (e.g., organization, etc.):

- Fund: 1210100200 (the FY 2020 fund code)
- BLI: 464000 (LEAP BLI)
- Allotment Fund Code (AFC): 79 (ASH's AFC)
- Major Object Class: All

The LEAP PC&B and other object class funds are assigned to the 464000 Budget Line Item. No other program financial obligations are assigned to 464000.

ASH employees conducting LEAP activities are assigned to LEAP and therefore employee costs are associated with the 464000 BLI. Delphi financial reports are system generated and available in perpetuity. Delphi data cannot be manipulated. When using the same parameters, the reported data will be the same.

For FY 2020, ASH determined the total cost of regular and paid overtime hours by Delphi Project-Task Code pair for LEAP employees from RLCR1500, Labor Cost by Organization, by Employee LDR reports.

ASH's LEAP division was initially structured to devote 100 percent of its staff time to ONDCP-related work. Since then, responding to incidents related to Unmanned Aircraft Systems (UAS) and Laser pointers have been added to the division's responsibilities, reducing the capacity to conduct ONDCP work. Based on input from the program office, descriptive information in the ASH LDR Dictionary, and Delphi Project and Task Code descriptions, ASH determined the cost of UAS and Laser activities reported by LEAP employees. Therefore, the cost of LEAP, is the cost remaining after subtracting the cost of UAS and Laser activities from the total cost of LEAP employees.

ASH's LEAP out year estimates are based on historical cost data and future expectations for the number of staff that will be assigned to LEAP. When there is unanticipated growth in activities such as UAS and/or Laser activities, additional agents are authorized, vacancies may not be filled because of funding issues (e.g., continuing resolutions, hiring freezes, etc.), or there is unanticipated attrition, the out year estimates are impacted because the bulk of the costs are payroll and benefits based. Thus, it is critical

3. Security and Hazardous Materials Safety Report

to have close working relationships among the ASH LEAP, budget, and ASH and FAA HR offices so that everyone is continuously aware of LEAP developments and changes in personnel needs.

(b) Methodology Modifications:

Due to the need to differentiate between UAS activities and drug control activities performed by LEAP, ASH has significantly improved its ASH LDR Dictionary and compliance with the Dictionary. Therefore, the use of LDR data to identify all reported time associated with UAS and Laser activity by LEAP employees yields a more accurate, consistent, and objective result, than the previous method, which was more subjective in nature. The previous approach included an analysis of data from cost center codes beyond those associated with the LEAP BLI, required the removal of data for certain employees, and did not include the total amount of time associated with UAS and Laser activities.

The current approach, by contrast, is based entirely on the analysis of reported labor activities associated with the four cost center codes assigned to the 464000 LEAP BLI.

(c) Material Weaknesses or Other Findings:

Not Applicable.

(d) Reprogramming or Other Transfers:

Not Applicable.

(e) Other Disclosures:

Not Applicable.

4. Air Traffic Organization (ATO) Report

(a) Drug Methodology

In accordance with the Office of National Drug Control Policy Circular: Drug Control Accounting issued January 18, 2013, the Air Traffic Organization (ATO) asserts that its estimated obligation level in support of the Office of the National Drug Control Program (ONDCP) effort is \$11.97 Million. This correspondence is in response to the Office of the Inspector General's (OIG) notification to FAA of their intent to audit our Agency's financial data in support of the ONDCP. It should be noted that the stated obligation level reported is a rough order of magnitude. The assertion made in this memo is based on the following factors:

- ATO does not receive National Drug Control Program funding.
- ATO does not have structured programs specific to operational drug control efforts.
- ATO does not have (nor have we been required) to develop specific performance metrics for drug control efforts.
- FAA's total drug control obligations in FY 2020 were less than \$50 million
- ATO has not been required (nor has it established procedures) to capture and quantify workload in support of ONDCP.
- The Full Time Equivalent (FTE) baseline of 59 was established from a historical FTE level dating back to FY 2003.
- The 59 FTE baseline estimates ATO's drug control workforce, which assists Law Enforcement Agencies on drug control activities.
- The ROM for FY 2020 of \$11.97 million was calculated by applying the average personnel compensation and benefits costs for 59 FTE in an Air Route Traffic Control Center facility.

(b) Methodology Modifications

Not Applicable

(c) Material Weaknesses or Other Findings

Not Applicable

(d) Reprogrammings or Transfers

Not Applicable

(e) Other Disclosures

Not Applicable



The Honorable James W. Carroll, Jr.
Director
Office of the National Drug Control Policy
17th St., NW
Washington, DC 20503

Dear Director Carroll:

In accordance with the *Office of National Drug Control Policy (ONDCP) Circular: National Drug Control Program Agency Compliance Reviews*, issued October 22, 2019, the Federal Aviation Administration's (FAA) Fiscal Year 2020 Detailed Accounting Report is enclosed. FAA's obligations for drug-related activities fall below the reporting threshold of \$50 million; therefore, only a limited report is required to satisfy the statutory requirement.

As specified by the Circular, the report details how each drug control unit reports obligation data in support of National Drug Control program activities. The Offices of Aviation Safety (AVS) and Security and Hazardous Materials (ASH) utilize financial systems such as the Department of Transportation's (DOT) Delphi accounting system and Oracle Business Intelligence Enterprise Edition (OBIEE) when accounting for drug budget obligations. FAA and DOT guidance ensures that a repeatable process is utilized in tracking drug funds through the accounting cycle. The attached accounting report explains the methodology utilized by AVS and ASH.

Instead of an accounting report, the Air Traffic Organization (ATO) has provided an assertion memo explaining ATO's drug budget. This is because ATO's work structure does not lend itself to the development and tracking of metrics nor is it cost-effective for the government to do so.

Assertions

1. **Obligations by budget decision unit.**

A table detailing funding by drug budget decision unit and by resource function is provided.

2. **Drug methodology based on data and financial systems.**

AVS drug control fund information is identified and tracked in Delphi using unique Accounting project codes, Task Codes, organization expenditure code and program element. These Drug Control Funds are assigned a separate allocation code for accounting of project funds in Delphi. ASH utilizes Delphi, OBIEE, and labor distribution reporting data from the Platform for Unified Reports for the Enterprise to acquire financial obligation data. Due to the unique nature of ATO's support of drug abatement efforts, a full report cannot be provided, but an assertion memo explaining ATO's role is provided. Further information is provided in the report.

3. **Application of drug methodology.**

The drug methodology disclosed in Section 7.a.(2) was the actual methodology used to generate the table required by Section 7.a.(1).

4. **Material weakness or other findings.**

None reported.

5. **Methodology modifications.**

ASH has updated their labor distribution reporting dictionary to account for new requirements placed upon the law enforcement assistance program (LEAP). LEAP is now responsible for responding to UAS investigations in addition to supporting drug control efforts. AVS methodology remains unchanged. Additional information can be found in the detailed accounting report.

6. **Reprogrammings or transfers.**

None reported.

7. **Fund control notices.**

None reported.

FAA's point of contact for this report is Peter Toman. He can be reached at (202) 267-5451, if further assistance is required.

Sincerely,

DAVID RICKARD

Digitally signed by DAVID
RICKARD
Date: 2021.01.13 09:02:57 -05'00'

David Rickard
Acting Chief Financial Officer

Enclosures

Enclosure 3. Performance Summary Report

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION
NATIONAL DRUG CONTROL
FY 2020 PERFORMANCE SUMMARY REPORT



Table of Contents**DEPARTMENT OF TRANSPORTATION**
Federal Aviation Administration**Performance Summary Report (PSR) Table of Contents****PSR, Part A: Performance Reporting**

1. Aviation Safety, Office of Aerospace Medicine (AVS/AAM) Report
 - a. Performance Measures
 - b. Prior Years Performance Targets and Results – For each performance measure, the report must provide actual performance information for the previous four fiscal years
 - c. Current Year Performance Targets
 - d. Quality of Performance Data
2. Security and Hazardous Materials Safety (ASH) Report
 - a. Performance Measures
 - b. Prior Year (2019) Performance Target Result – For each performance measure, the report must provide actual performance information for the previous four fiscal years
 - c. Current Year (2020) Performance Target and Results
 - d. Summary of Performance Results
 - Quality of Performance Data
3. Air Traffic Organization (ATO) Report
 - a. Performance Measures

PSR, Part B: Assertions

1. Letter with signed assertions by the CFO

Aviation Safety, Office of Aerospace Medicine (AVS/AAM) Report

(a) Performance Measures

The Federal Aviation Administration (FAA) contributes to the National Drug Control Strategy by reducing the prevalence of drug and alcohol-impaired personnel from performing safety-sensitive duties in the aviation industry.

The Department of Transportation (DOT) requires the Agency to determine these measures using the Drug and Alcohol Management Information System (DAMIS) reporting. Each year, the FAA conducts a survey of every aviation employer that employes 50 or more safety-sensitive employees, and a random selection of employers that employ 49 or fewer safety-sensitive employees. These employers are notified to report their data showing the number of drug and alcohol tests conducted, and the number of positive test results, along with other miscellaneous information. Due to the reporting methodology, this sampling of DAMIS reporting is always one calendar year behind. For example, employers were required to report all testing they accomplished for calendar year 2019 by March 15, 2020. In an effort to ensure the most accurate data, the DOT allowed for late submissions until October 1, 2020, at which time no more entries were allowed. The most current reported data available is for calendar year 2019.

(b) Prior Years' Performance Targets and Results

The prior year targets for 2014, 2015, 2016, 2017 and 2018 were fully achieved. Annual targets are determined by the DOT and require the positive test results for drugs to be less than 1.0 percent and the percentage of positive alcohol tests to be less than 0.5 percent.

The results for the prior years are as follows:

Calendar Year	Total Drug Tests Reported	Percentage of Random Positive Drug Tests	Total Alcohol Tests Reported	Percentage of Random Alcohol Violations
2014	197,450	0.534%	52,177	0.106%
2015	225,139	0.523%	57,968	0.083%
2016	234,690	0.610%	58,581	0.121%
2017	240,254	0.659%	60,407	0.108%
2018	257,683	0.731%	65,400	0.099%

Aviation Safety, Office of Aerospace Medicine (AVS/AAM) Report

(c) Current Performance Targets

Because the methodology requires test reporting to be one calendar year behind, the current year is considered calendar year 2019. For this calendar year, the total drug tests reported were 264,779, resulting in 0.731 percent positive random drug tests. The total alcohol tests reported were 67,222, resulting in 0.144 percent random alcohol violations.

(d) Quality of Performance Data

For calendar year 2019, the Drug Abatement Division required all employers to report their results for the year. As a result, the Division was able to clean up the database, and found that many companies were no longer in business (since the beginning of the reporting year, more have applied for new programs, leaving the Division with 6,557 regulated employers as of December 14, 2020)

During our compliance inspections of covered employers, our inspectors verify the data submitted to DAMIS to ensure its integrity. In FY-2020, the Drug Abatement Division conducted 2,400 inspections.

The following chart indicates the number of employers that reported their data:

Calendar Year	Approximate Number of Total Regulated Employers	Number of Reporting Regulated Employers	Approximate Percentage of Reporting Employers Vs. Total Employers
2014	7,030	3,688	53%
2015	6,449	6,421	99.6%
2016	6,350	6,350	100%
2017	6,434	6,437	99.98%
2018	6,457	6,451	99.91%
2019	6,408	6,215	96.99%

2. Security and Hazardous Material Safety (ASH) Report

(a) Performance Measure

The Federal Aviation Administration's (FAA) Law Enforcement Assistance Program (LEAP) contributes to the National Drug Control Strategy by reducing access to the National Airspace System (NAS) by airmen known to the FAA to be involved in the sale or distribution of illegal drugs. The LEAP special agents provide extensive technical and administrative assistance, on a timely and continuous basis, to all Federal, State, local, tribal, territorial, and international law enforcement (LE) agencies engaged in drug interdiction efforts. These LEAP special agents have access to FAA data, not available to other agencies, that is critical to the development of investigations on airmen involved in illegal drug trafficking. The information FAA provides to LE assists them in the arrest and conviction of airmen and/or the seizure of aircraft.

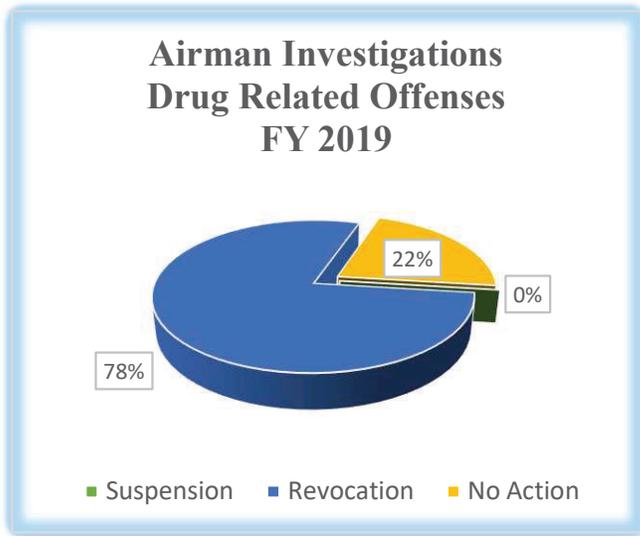
By working jointly with LE, FAA learns of investigations and information that enables FAA to initiate regulatory enforcement investigations on airman/aircraft suspected of drug trafficking; in many cases, these investigations result in the revocation of airmen certificates, thus contributing to the safety and security of the national airspace system (NAS) and the flying public.

The FAA uses a single performance measure to assess the program. This performance measure reflects a critical milestone in the goal to promote the safety and security of the NAS and the flying public by restricting access to the NAS by airmen who have violated statutory and regulatory requirements for maintaining an airman certificate.

- **PERFORMANCE MEASURE:** Initiate regulatory investigations on 95 percent of all airmen involved in the sale or distribution of illegal drugs within 30 days of knowledge of a conviction or notification by law enforcement.

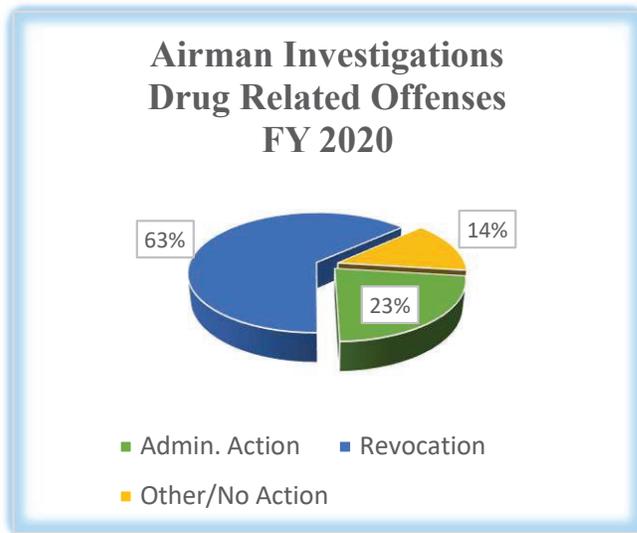
2.

() Prior Year (2019) Performance Target and Results



In FY 2019, FAA LEAP special agents initiated 23 investigations based on 23 notifications (100 percent) regarding airmen involved in the use, sale, or distribution of illegal drugs, within 30 days of knowledge of a conviction or notification by law enforcement. In FY 2019, FAA LEAP recommended regulatory action against 18 of the airmen involved in drug related offenses, thus impacting their ability to legally access the NAS. Those regulatory actions are depicted in the chart to the left. Significant actions (revocation/emergency revocation) were recommended 78 percent of the time (18 of 23 investigations).

() Current Year (2020) Performance Target and Results

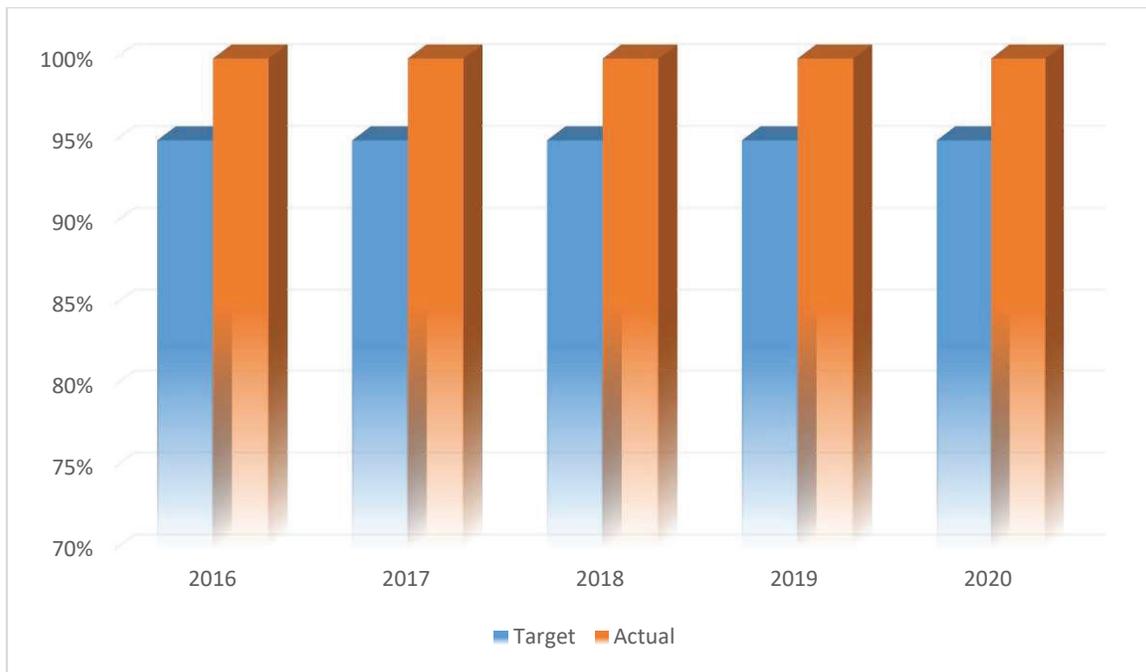


In FY 2020, FAA LEAP special agents initiated 22 investigations based on 22 notifications (100 percent) regarding airmen involved in the use, sale, or distribution of illegal drugs, within 30 days of knowledge of a conviction or notification by law enforcement. In FY 2020, FAA LEAP has recommended regulatory action against 14 of the airmen involved in drug related offenses, thus impacting their ability to legally access the NAS. Those regulatory actions are depicted in the chart to the left. Significant actions (revocation/emergency revocation) were recommended 63 percent of the time (14 of 22 investigations).

were recommended 63 percent of the time (14 of 22 investigations).

2.

(d) Summary of previous year results



() Quality of Performance Data

Performance information for the measure relies on official agency data residing in the Investigations Tracking System (ITS) and Enforcement Information System (EIS).¹ Data resident in ITS/EIS includes: the date of the offense, when the FAA first became aware of the offense, the start date of the action, source of the information, and final sanction.

¹ ITS and EIS are FAA’s system for tracking investigations and information about enforcement actions for statutory or regulatory violations.

3. Air Traffic Organization (ATO) Report

() Performance Measures

No performance measure was reported for the Air Traffic Organization because its work structure does not lend itself to the development and tracking of such metrics and is not cost-effective to the government to do so.



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave. SW
Washington, D.C. 20591

The Honorable James W. Carroll, Jr.
Director
Office of the National Drug Control Policy
17th St., NW
Washington, DC 20503

Dear Director Carroll:

In accordance with the *Office of National Drug Control Policy (ONDCP) Circular: National Drug Control Program Agency Compliance Reviews*, issued October 22, 2019, the Federal Aviation Administration's (FAA) Fiscal Year 2020 Detailed Accounting Report is enclosed. FAA's obligations for drug-related activities fall below the reporting threshold of

As specified by the Circular, the report details how each drug control unit reports obligation data in support of National Drug Control program activities. The Offices of Aviation Safety (AVS) and Security and Hazardous Materials (ASH) utilize financial systems such as the Department of Transportation's (DOT) Delphi accounting system and Oracle Business

and DOT guidance ensures that a repeatable process is utilized in tracking drug funds through the accounting cycle. The attached accounting report explains the methodology utilized by AVS and ASH.

Instead of an accounting report, the Air Traffic Organization (ATO) has provided an assertion memo explaining ATO's drug budget. This is because ATO's work structure does not lend itself to the development and tracking of metrics nor is it cost-effective for the government to do so.

Assertions

1. Obligations by budget decision unit.

A table detailing funding by drug budget decision unit and by resource function is provided.

2. Drug methodology based on data and financial systems.

AVS drug control fund information is identified and tracked in Delphi using unique Accounting project codes, Task Codes, organization expenditure code and program element. These Drug Control Funds are assigned a separate allocation code for accounting of project funds in Delphi. ASH utilizes Delphi, OBIEE, and labor distribution reporting data from the Platform for Unified Reports for the Enterprise to acquire financial obligation data. Due to the unique nature of ATO's support of drug abatement efforts, a full report cannot be provided, but an assertion memo explaining ATO's role is provided. Further information is provided in the report.

3. **Application of drug methodology.**

The drug methodology disclosed in Section 7.a.(2) was the actual methodology used to generate the table required by Section 7.a.(1).

4. **Material weakness or other findings.**

None reported.

5. **Methodology modifications.**

ASH has updated their labor distribution reporting dictionary to account for new requirements placed upon the law enforcement assistance program (LEAP). LEAP is now responsible for responding to UAS investigations in addition to supporting drug control efforts. AVS methodology remains unchanged. Additional information can be found in the detailed accounting report.

6. **Reprogrammings or transfers.**

None reported.

7. **Fund control notices.**

None reported.

FAA's point of contact for this report is Peter Toman. He can be reached at (202) 267-5451, if further assistance is required.

Sincerely,

**DAVID
RICKARD**

Digitally signed by DAVID
RICKARD
Date: 2021.01.13 09:01:38
-05'00'

David Rickard
Acting Chief Financial Officer

Enclosures

U.S. DOT IG Fraud & Safety Hotline

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