



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

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

August 30, 2017

The Honorable Rodney Frelinghuysen
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

We have sent identical letters to Chairmen Cochran, Shuster, and Thune; Senators Leahy and Nelson; Congresswoman Lowey; and Congressman DeFazio.

If I can be of further assistance, please contact me or Chris Brown, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Huerta", with a circled "1" at the end.

Michael P. Huerta
Administrator

Enclosure



U.S. Department
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August 30, 2017

The Honorable Nita M. Lowey
Ranking Member, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congresswoman Lowey:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

We have sent identical letters to Chairmen Frelinghuysen, Cochran, Shuster, and Thune; Senators Leahy and Nelson; and Congressman DeFazio.

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The Honorable Thad Cochran
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

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August 30, 2017

The Honorable Patrick Leahy
Ranking Member, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Leahy:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

We have sent identical letters to Chairmen Frelinghuysen, Cochran, Shuster, and Thune; Senator Nelson; Congresswoman Lowey; and Congressman DeFazio.

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August 30, 2017

The Honorable Bill Shuster
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

We have sent identical letters to Chairmen Frelinghuysen, Cochran, and Thune; Senators Leahy and Nelson; Congresswoman Lowey; and Congressman DeFazio.

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August 30, 2017

The Honorable Peter A. DeFazio
Ranking Member, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman DeFazio:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

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August 30, 2017

The Honorable John Thune
Chairman, Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

We have sent identical letters to Chairmen Cochran, Shuster, and Frelinghuysen; Senators Leahy and Nelson; Congresswoman Lowey; and Congressman DeFazio.

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August 30, 2017

The Honorable Bill Nelson
Ranking Member, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Senator Nelson:

Please find enclosed the Federal Aviation Administration's (FAA) report to meet the requirements of House Report 114-129, which accompanied the Consolidated Appropriations Act of 2016. The Report directed the FAA to submit a report to the House and Senate Committees on Appropriations no later than 90 days after the enactment of the Consolidated Appropriations Act of 2016 on the Department's plans to competitively develop and field new, modern digital information products and Web services that in turn will eventually allow the Department to reduce staffing within the Aeronautical Navigations Products Division, satisfy the Next Generation Air Transportation System's data requirements, and improve safety.

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FAA's Report on Aeronautical Information Products

House Report 114-129 (Report), which accompanied the Consolidated Appropriations Act, 2016, Pub. L. 114-113, requests the Federal Aviation Administration (FAA) submit a report to the House and Senate Committees on Appropriations on the Department of Transportation's plans to competitively develop and field new, modern digital information products and web services that will eventually allow the Department to reduce staffing within the Aeronautical Information Services division, satisfy the Next Generation Air Transportation System's (NextGen) data requirements, and improve safety. In response to this request, the FAA offers the following explanation of its actions and accomplishments to date.

This report does not include details on planned funding by fiscal year; however, those details will be included in the standard budget process each year and reflected in the budget requests and other budget documents that are submitted to Congress.

Aeronautical Information (AI) is an overarching term that describes some of the critical information required for safe operation of the National Airspace System (NAS). Examples of AI include the following:

- Visualization and presentation of navigational and aeronautical data
- Radio aids to navigation (NAVAIDs) (frequencies, geospatial info)
- Airports Configuration (runways, taxiways, geospatial info, etc.)
- Special Activity Airspace (SAA), Special Use Airspace (SUA), Memoranda of Agreement (MOAs), Temporary Flight Restrictions (TFRs)
- Notices to Airmen (NOTAMs)
- Obstructions
- Surveys and Procedures

Since 2009, the FAA has invested in infrastructure for database-driven charting, including software and specification modifications, workflow development, chart creation, and Web portals to align the infrastructure with our overall initiative of providing AI through Web services and eliminating manual entry of data.

The External Data Access Initiative (EDAi) and the Information Innovation Initiative (i3) are strategic initiatives associated with FAA's enterprise effort to manage information as an asset through Enterprise Information Management; delivering information as a service. These initiatives align with the Executive Order (EO) 13642 Open Data policy. The FAA's internal strategy for Aeronautical Information Modernization provides the overarching roadmap and implementation plan for AI, while EDai is a larger umbrella of information domains allowing public data access in open formats.

The FAA began an enterprise level initiative to provide AI to all users (such as FAA partners and private industry stakeholders), allowing us to modify our existing automation system beginning in 2016. This initiative provides a complete roadmap to modernize automation tools and

processes to ensure no duplication and keep costs at the lowest possible level. The i3 plan outlines the requirements needed to automate all chart compilation and provide aeronautical data and products through digital download and/or Web services to include NextGen data which will decrease the number of staff-hours required to complete product development and enhance safety by reducing manual entry. The decrease in required staff hours for chart compilation effectively allows FAA to reassign and retrain employees into critical positions that require additional staffing.

AI is currently being utilized in various NextGen programs such as: En Route Automation and Modernization, Terminal Flight Data Manager, System Wide Information Management, and Data Communications. Through i3 and our modernization efforts, our information will provide even greater value to our FAA partners and private industry stakeholders by utilizing open, machine readable formats in addition to aeronautical charts and information publications. It will allow digital charts to be downloaded via web services and provide the data in a format to the public so third party vendors can upload the required data and add smart layers to increase pilot awareness and overall safety while operating in the NAS. This effort has already shown benefits through i3 and EDAi by providing our industry stakeholders better access to our chart information.

Aeronautical Information Management Modernization Program

The FAA also is currently working on Aeronautical Information Management Modernization Program, Segment 2 (AIMM S2) which will provide aviation users with digital aeronautical information that conforms to international standards and supports NextGen objectives. Aeronautical Common Services provides the following capabilities:

- Aeronautical Information Data Analytics (AIDA): A capability enabled by integration of aeronautical data permitting the ability to perform analytics.
- Aeronautical Information Query and Subscription Service (AIQS): The ability for consumers to pull or receive pushed (on demand, and/or at requested intervals) aeronautical data.
- One-Stop-Shop (OSS) Capability: A single web portal designed to bring AI together from diverse sources in a uniform way.
- Spatial Information Mapping (SIM): The ability to display digitalized data in a geo-referenced map view providing integration and layering of information within a spatial context.
- Aeronautical Information Integration (AII): Translation of information from disparate sources into a single consistent format, permitting integration and flexibility of consumption.

The Aeronautical Information Management Modernization Program, Segment 3 (AIMM S3) will modernize digital charting through data feeds, data centric products, and provide a true geographic information system environment. This will improve distribution of charting products to all users and systems while providing Digital Charting utilizing a centralized data repository with publication and subscription services.

By employing a modern enterprise infrastructure, the AIMM S3 will provide publication and subscription capabilities easily configured to meet the service needs of each internal/external NAS user.

The Final Investment Decision for AIMM S3 is planned for March 2019. The AIMM S3 project will be completed within 6 years of the Final Investment Decision.