



Federal Aviation
Administration

FAASI FY24 Roadmap



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Executive Summary

The FAA Alaska Aviation Safety Initiative (FAASI) Tiger Team will continue to take positive action on the open safety recommendations through FY24. FAASI is also adding two recommendations this year. Plans to address each of the recommendations in FY24 are covered in detail in this FAASI FY24 roadmap. The recommendations fall into 4 categories:

1. Critical aviation infrastructure

- 1.1: Automated Weather Observing System (AWOS)
- 1.2: Visual Weather Observation System (VWOS)
- 2.3: GPS resiliency
- 4.2: ADS-B Services

2. Agency policy and regulatory guidance

- 2.1: Evaluate operator authorization requirements
- 2.2: Establish and chart communications gaps on published routes

3. External stakeholder outreach

- 4.1: Education and outreach of ADS-B Out equipage
- 5.1: Safety outreach collaboration

New for FY2024:

4. Air Traffic Services

- 6.1: Air Traffic Controller staffing and optimization
- 6.2: Modernize Flight Service

Three of the original 11 recommendations are closed, and they will no longer be included in FAASI roadmaps. Those three recommendations are:

- 2.4: T-Route Development
- 3.1: Mountain Pass Working Group Initiative
- 3.2: Aeronautical Charting Meetings

1.0 Introduction

The FAA Alaska Aviation Safety Initiative (FAASI) will continue to address the FAASI recommendations through fiscal year 2024 and beyond. The FAASI Tiger Team will also continue to engage with external stakeholders and document FAASI progress with a year-end report and roadmap to be released early in calendar year 2025. The FY23 FAASI Roadmap provided guidance through FY23, and this roadmap provides a seamless transition and path forward through FY24. All previous FAASI documents can be found on the [FAASI webpage](#).

The 11 original FAASI recommendations can also be found in Appendix A.

2.0 FY24 FAASI Roadmap

1.1: Automated Weather Observing System (AWOS)

Recommendation: Enhance weather reporting capability utilizing the Automated Weather Observing System (AWOS) including:

Who: A collaboration between the Airports Division (ARP), ATO, AVS, and AAL.

1. Installation of AWOS: ARP and ATO Operations Support are the co-leads for this portion. ARP has led the process with respect to funding and identification of the AIP eligible locations, including at Crooked Creek. ATO Operations Support will lead and complete the review of the request, siting, security, inspection, and acceptance.
2. Service A Outages: ATO Technical Operations and Mission Support Services will lead this portion with support from the ATO Program Management Organization.
3. Review of FAA Order 7930.2 NOTAM: ATO, AVS, and AAL will collaborate to address recommendations made by the US NOTAM Governance Team.

What: ARP, ATO, AVS, and AAL will implement three plans of action to address weather reporting capability.

1. Installation of AWOS: ARP will continue to collaborate with Alaska Department of Transportation & Public Facilities (ADOT&PF) to finalize the installation of the AIP-funded AWOS system at Crooked Creek airport. The installation process at the 7 previously planned sites is complete and their transfer to the FAA is complete. ARP will continue their collaboration with ATO to facilitate the transfer process of Crooked Creek from airport sponsor ownership to the FAA.
2. Service A Outages: Air Traffic Organization (ATO) Technical Operations, Anchorage District (Tech Ops) will continue to monitor the status of all Automated Surface Observing System (ASOS) and AWOS Service A capabilities in Alaska. Tech Ops is working directly with the management of the telecommunication providers to assure their understanding of the impacts and the priority needed for restoration activities.
3. Review of FAA Order 7930.2 NOTAM: The ATO US NOTAM Governance Team met with subject matter experts (SMEs) and determined that updated training is required for FAA personnel regarding NOTAMs for Service A outages. They also determined that stakeholder outreach is necessary to educate users of the guidance for NOTAM format. The ATO US NOTAM Governance Team also determined that no changes were needed to Order 7930.2 *Notice to Air Missions* regarding FAASI.

How: ARP, ATO, AVS, and AAL will use a variety of options to address these changes, including:

1. Installation of AWOS: The FAA and ADOT&PF will continue to collaborate on the installation and transfer to FAA of the AIP-funded AWOS at Crooked Creek by following the established methods used at the other 7 previously installed sites. This action will utilize FAA Directive Advisory Circular 170-9A: *Criteria for Assumption of Ownership of Non-Federal Systems* and other guidance as appropriate to complete the installation and transfer. FAA will transition all 8 sites to AWOS-C and commission each site accordingly.
2. Service A Outages: Tech Ops has prioritized AWOS and ASOS telecommunications for conversion to the FAA Telecommunications Infrastructure (FTI). The FTI conversion will modernize some aspects of the circuits and adds real-time monitoring at the circuit level for these sites, which should translate into improved Service A performance.
3. Review of FAA Order 7930.2 NOTAM: ATO will collaborate with Air Traffic, Flight Service, and Tech Ops to develop and administer all necessary FAA training.

When: Action continues through FY24 with specific milestones listed below.

1. Installation of AWOS: The last of the eight AWOS installations and transfer of ownership to FAA will be complete by September 30, 2024.
2. Service A Outages: Conversion of AWOS and ASOS telecommunications to the FAA Telecommunications Infrastructure (FTI) will be a multi-year endeavor and will extend beyond FY24.
3. Review of FAA Order 7930.2 NOTAM: FAA personnel will be notified and trained by September 30, 2024. External stakeholder outreach will be conducted through FY24 using the existing framework as mentioned in recommendation 5.1.

1.2: Visual Weather Observation System (VWOS)

Recommendation: Enhance weather reporting capability utilizing the Visual Weather Observation System (VWOS) including:

1. **Develop Standards for Analyzed Weather Information:** Specifications for operator use of analyzed weather data for operational use will be developed following current research that is being performed.
2. **Seek Funding for Additional VWOS:** The FAA will use its acquisition management system processes to conduct an investment analysis to determine whether a business case exists for the FAA to deploy VWOS. Funding for VWOS is dependent on the approval of the business case.
3. **Modify Operations Specifications:** AFS will work with aircraft operators to update their authorizations as appropriate. Performance Based Weather Standards (PBWS) were developed by the ASTM F-38 working group.

Who: FAA Flight Standards (AFS) and the Air Traffic Organization (ATO)

What: FAA Flight Standards (AFS) and the Air Traffic Organization (ATO) will continue to collaborate both internally and externally to pursue deployment of VWOS. Efforts will focus on the ASTM F-38 working group findings, with any investment decisions taken in accordance with the FAA AMS process.

How: The FAA will continue their acquisition management system processes to conduct an investment analysis. The investment analysis will determine whether a business case exists for the FAA to deploy VWOS. Funding for VWOS is dependent on the approval of the business case.

When: AFS will work with the 2023 ASTM F-38 working group products regarding analyzed weather through FY24. Operations specification standards will continue being developed and are planned to be finalized by September 30, 2024. Any investment decisions will follow the multi-year FAA AMS process; VWOS work will likely continue through FY25.

2.1: Evaluate Operator Authorization Requirements

Recommendation: Evaluate and clarify aircraft operator authorization and eligibility requirements for commercial aircraft operations under IFR. Update the policy and guidance related to equipment requirements for commercial operators when using GPS for navigation.

Who: Flight Technologies and Procedures Division, the Air Carrier Division (AFS), and FAA legal counsel (AGC) will collaborate to evaluate operator authorization requirements.

What: After a full review of GPS navigation policy including Advisory Circular 91-70D *Oceanic and Remote Continental Airspace Operations*, AFS will develop authorization templates and inspector guidance. They will also develop the associated authorization framework.

How: AFS will continue focus on inconsistencies, areas requiring clarification, and opportunities for improving navigation policy and the associated authorization framework.

Proposed products and guidance, will be coordinated across LOBs to provide additional clarity and transparency. Identified updates will be published in applicable FAA documents.

When: Advisory Circular 91-70D, *Oceanic and Remote Continental Airspace Operations* is expected to be posted for public comment by March 30, 2024, and associated authorization templates and inspector guidance are expected to be published by September 30, 2024

2.2: Establish and Chart Communications Gaps on Published Routes

Recommendation: Evaluate potential policy change permitting communication gaps on routes where communication capability is the determining factor for the minimum enroute altitude.

Who: AFS (Flight Technologies and Procedures Division) and ATO (Western Flight Procedures Team and Anchorage En Route Center (ZAN) Airspace and Procedures Office).

What: The FAA will collaborate with internal and external stakeholders to determine the viability and usability of identified route segments.

Additionally, FAA will continue internal discussions to assess and confirm regulatory requirements of Part 91, 121, and 135 pertaining to IFR ATC communication requirements along routes.

How: FAA will consider mitigations that could be implemented to ensure an equivalent level of safety for flight in areas where acceptable ATC communications gaps are proposed.

The AFS and ATO teams will collaborate with internal and external stakeholders on the five identified potential route segments and proposed altitudes for each segment utilizing a feasibility study of the route segments to verify potential candidates for lower altitudes.

When: The AFS and ATO team will continue their collaboration with internal and external stakeholders through FY24. Notional updates will be shared at the FAA Alaska Industry Council meetings throughout the year. A full report will be available by September 30, 2024.

2.3: GPS Backup Resiliency

Recommendation: Develop strategies to address GPS backup resiliency in Alaska.

Who: ATO Program Management Organization, Enterprise Services, and Navigation Programs with input from AVS.

What: Finalize the GPS resiliency plan for the Alaskan Region, accounting for potential loss or interference of GPS or WAAS signals.

How: The GPS resiliency team will analyze available data and conduct stakeholder outreach **tprior to** finalization of the GPS Resiliency Plan for the Alaskan Region. Factors that will be considered in the strategies include:

- Plans for retention and long-term support for conventional navigation aids (NAVAIDs)
 - Finalize NDB retention vs divestment recommendations.
 - Monitor current and planned efforts for long term support for conventional NAVAIDS and infrastructure.
- Threat to GPS signal that can cause loss of reception or hazardous misleading information for aircraft and aircrews.
- Availability of instrument approach procedures and weather reporting at aerodromes
- Assess accident locations and causes related to navigation.

The GPS resiliency plan will be coordinated with military and civil users and revised when appropriate. The final product will be a plan for safe recovery of aircraft should an unplanned short-term GPS outage occur in Alaska.

When: The final plan will be drafted by September 30, 2024.

4.1: Education and Outreach of ADS-B Out Equipage

Recommendation: Continue education and outreach related to the benefits of ADS-B Out equipage within certain airspace in Alaska. Outreach will focus on the safety enhancing benefits of aircraft position notification and display for users within all airspace.

Who: FAA Flight Standards will lead the efforts with an emphasis on utilizing the FAA Safety Team (FAASTeam) in Alaska.

What: FAA Flight Standards Outreach will continue their multifaceted information and outreach campaign utilizing site visits, posters, presentations, brochures, e-mails, and accident case studies that promote and educate operators on the use and benefits of ADS-B.

How: FAA Flight Standards will maintain an outreach plan, in harmony with the FAASTeam National Performance Plan, which identifies opportunities for the FAA to collaborate with the stakeholders on ADS-B Out equipage. The FAASTeam in Alaska will partner with stakeholders to conduct the outreach meetings. FAA Flight Standards will review the outreach plan and add new events as identified. The FY24 outreach plan includes the following events:

- Spring Air Safety Meeting
- Great Alaskan Aviation Gathering
- Quarterly Safety Meetings
- Individual outreach with the public, including complaint investigation.
- Runway Safety Action Team (RSAT) meetings
- Bethel Stakeholders Group meetings
- Pre- and Post-season Air Tour meetings
- Air Carrier briefings as requested.

When: Flight Standards will meet quarterly to review and update the outreach plan. The FAASTeam will attend meetings and conduct outreach on ADS-B equipage as meetings occur.

4.2: ADS-B Services

Recommendation: Continue to deploy ADS-B services for non-implemented service volumes in a manner that will provide coverage along major air routes in Alaska.

Who: Surveillance Services (AJM-4), ATO Program Management Organization. WSA SSCs are supporting organizations for five of the nine GBT installations. Flight Program Operations (AJF) will support dual-Implementation Service Acceptance Testing (ISAT) flight checks, with one occurring in FY24 (mid-summer).

What: The ADS-B Service Expansion Project will increase the number of Service Volumes (SVs) in Alaska with ADS-B surveillance capability from nine to fourteen.

How: Initial FAA Joint Resources Council (JRC) approval of the Alaska ADS-B Service Expansion Project was obtained in September 2021. Final approval of the Alaska ADS-B Service Expansion Project, including the larger ADS-B Enhancements Package, was received in summer 2022. This approval provides funding for the ADS-B Service Expansion Project and enabled completion of site coverage assessments for each of the five service volumes receiving ADS-B services with this expansion.

When: Construction of the GBT installations continues in FY24. The 1st milestone is the completion of GBT construction in SV 325 (2 sites), followed closely by completion of SV 326 (2 sites) in the May timeframe. ISAT for these two SVs will occur immediately after in FY24, while construction continues simultaneously at the remaining 5 sites. Construction for all sites is scheduled to be complete in FY24, however, the final ISAT for the northern SVs will occur in FY25.

5.1: Safety Outreach Collaboration

Recommendation: Maximize participation in and integration of safety programs already underway and seek to optimize opportunities for program integration.

Who: The Alaskan Regional Administrator (RA) will lead the process to increase safety collaboration across FAA LOBs in the Alaskan region.

What: The RA will implement two changes within the Alaskan Region to further increase safety outreach collaboration.

1. **Expanded Participation in Existing Programs:** The RA will continue to encourage expanded FAA participation in Alaska focused safety programs. The FAA currently facilitates numerous programs such as RSAT meetings, the Aviation Safety Action Program (ASAP), the Bethel Stakeholders Group, FAA Alaska Industry Council, Area CTAF working groups, and Alaska Aviation Safety Foundation Seminars. The RA will work with the RMT to ensure these existing programs are supported.
2. **Increase External Stakeholder Collaboration:** The RA will collaborate with AVS, ATO, and ARP to increase external stakeholder engagement, particularly regarding NOTAM issuance for Service A outages, as noted in recommendation 1.1. The RA will also increase safety collaboration through the continuation and expansion of workgroups to address CTAFs throughout the region, and other opportunities as they arise.

How: The RA will use a variety of options to implement these changes, including:

1. **Expanded Participation in Existing Programs:** The RA will advocate for increased LOB participation in all FAA safety meetings. The RA will attend RSATs, air tour operator safety meetings, and other meetings as appropriate. RMT members will communicate upcoming events at the regularly scheduled RMT meetings and will include the events on the Alaskan Region aviation events list. The RA will expand CTAF working groups to include regions identified by collaboration with stakeholders. The RA will also ensure that information regarding the transport of hazardous materials throughout Alaska will be available to the public on the FAASI webpage. The ASH hazardous materials outreach website can be found at this address: [ASH website](#)
2. **Increase External Stakeholder Collaboration:** The RA will meet with AVS and ATO to plan and coordinate external stakeholder engagements regarding Service A NOTAM education. The RA will also encourage stakeholder participation in existing FAA safety programs by increasing communication of upcoming events at the FAA Alaska Industry Council and Alaska Aviation Coordination Council meetings. The RA will expand the previous years' efforts regarding Common Traffic Advisory Frequency (CTAF) optimization throughout the region by using the processes established in FY23 to do so. The RA will continue to inform stakeholders in the Alaskan Region by ensuring the Alaskan Regional Aviation Events list is publicly available and is updated monthly on the FAASI website at this address: [FAASI website](#)

When: The RA will continue to implement these two efforts in FY24 and beyond .

1. **Expanded Participation in Existing Programs:** The RA will communicate with the RMT to identify upcoming events through the year and encourage wider participation across LOBs. The RA will ensure that information regarding the transport of hazardous materials in Alaska is linked to the FAASI website and will ensure that it, along with the Alaskan Regional Aviation Events list is reviewed and updated monthly.

Increase External Stakeholder Collaboration: The RA will use the bimonthly FAA Alaska Industry Council meetings hosted by the FAA and the bimonthly Alaska Aviation Coordination Council meetings hosted by the stakeholders to communicate opportunities for increased collaboration. For example, The CTAF working group will expand to address needs across Alaska. The RA will continually consider opportunities to combine safety efforts for efficiency and to make them more meaningful. An update on FY23 activities is in the year end FY23 FAASI Report.

6.1: Air Traffic Controller staffing and optimization

Recommendation: Develop strategies to improve and optimize Air Traffic Controller staffing in Alaska

Who: ATO will collaborate with AHR and external stakeholders to identify solutions for Air Traffic Control (ATC) staffing, recruiting, retention, and development challenges in Alaska.

What: Develop processes and solutions to address challenges the Alaskan Region has regarding staffing, recruiting, retention, and development of ATC specialists

How: ATO will collaborate with AHR and external stakeholders to develop innovative solutions to regional staffing challenges. This may include work groups, outreach engagements, and other actions specified by the group.

When: Updates on collaborative efforts will be communicated through the FAA Alaska Industry Council as they are available, and a draft plan will be complete by September 30, 2024.

6.2: Modernize Flight Service

Recommendation: Make improvements to Flight Service Stations in Alaska that include an integrated automation service that is modern, secure, and flexible.

Who: This recommendation will be implemented by Flight Service (AJR-B), System Operations Services in the Air Traffic Organization.

What: Improve Flight Service Stations' services by deploying the Alaska Automation Capability (AAC) to provide an integrated automation service.

How: Using lessons learned in the contiguous U.S. (CONUS), develop requirements to provide modern services for Alaska and utilize the FAA acquisition management system for funding.

1. Develop Performance Work Statement (PWS)
2. Initiate Collaborative Work Group with the National Air Traffic Controllers Association (NATCA) to refine scope requirements for PWS.
3. Complete the acquisition management process for the approvals and funding.
4. Test and install new equipment in Alaska Flight Service facilities.

When: Flight Service System Operations Services has begun this process and it will continue through FY24 and beyond.

Primary milestones include:

1. Present a Strategy Decision to the Joint Resources Council (JRC) by January 31, 2024
2. Finalize PWS by April 30, 2024
3. Final Investment Decision from the JRC is planned for March 31, 2025

3.0 FY23 FAASI Stakeholder Communication

Continuing in FY24 and subsequent years, the FAASI Tiger Team will host stakeholder feedback sessions like those previously conducted to support FAASI and the FAASI process. The stakeholder feedback gathered from these sessions will be compiled and evaluated for prioritization of future FAASI efforts. It will continue to be included in FAASI reports for FY24 and subsequent years. FAASI roadmaps for FY24 and beyond will incorporate the priorities identified through stakeholder feedback to the greatest extent possible. Annual progress reports and roadmaps will continue to be released early in the calendar year.

FAASI remains an initiative intended to bring attention to and improve aviation safety in Alaska. The work on existing FAA programs will continue, both within and outside of the FAASI process.

Appendix A: The original 2021 FAASI Recommendations

Recommendation 1.1: Automated Weather Observing System (AWOS)

Continue FAA focus on new-installation AWOS units at airports for which the airport sponsor requests unit acquisition, installation, and FAA certification with funding under the Airport Improvement Program. Consistent with Section 147 of the FAA Reauthorization Act of 2018, complete each of the initial eight AWOS unit transfers at Alaskan airports (Kotlik, Tok Junction, Coldfoot, Nulato, Perryville, Crooked Creek, Tununak, and Akiachak) to the FAA by October 2022. Optimize the process to transfer AWOS units from airport sponsor ownership to the FAA, enabling seamless completion of the same in a timelier manner.

Stakeholder feedback also expressed concern about the FAA’s timely acknowledgment and repair of existing FAA-owned AWOS/ASOS units which experience frequent service outages, including associated surface communication outages. FAA should conduct a study to examine the root cause of “Service A” outages and associated impacts and identify alternative mitigations which could include infrastructure improvement recommendations, alternate notification procedures, and/or the issuance of NOTAMs advising of outages. FAA should consider any necessary changes to FAA Joint Order 7900.5 Surface Weather Observing and FAA Order 7930.2 Notices to Air Missions (NOTAM).

Recommendation 1.2: Visual Weather Observation System (VWOS)

Continue testing and evaluating VWOS systems at four Alaskan airports (Palmer, Healy River, Tatitlek, and Eek) with the goal of completion by August 2022. FAA has developed standards for air carrier use during testing and validation of the VWOS units and will develop standards for non-sensor visual-based weather information to support gridded weather analysis information currently available from the National Weather Service.

Upon successful completion of the evaluation, the FAA seek funding for VWOS unit acquisition and installation at airports throughout the state of Alaska where AWOS and/or ASOS units do not exist. Aircraft operators intending to utilize VWOS technology to support IFR operations are required to submit a program for acceptance to their FAA Principal Operations Inspector to grant modification of FAA-issued Operations Specifications.

Recommendation 2: Navigation Strategy Development

Collaboration with Stakeholders prompted a significant amount of discussion related to development of an Alaska airspace navigation strategy, associated policy for lower-altitude operations, and plans for GPS resiliency. Specific points of reference centered on equipment requirements when using GPS for navigation and optimizing/enabling lower-altitude direct flight paths.

Recommendation 2.1: Evaluate Operator Authorization Requirements

The FAA should evaluate and clarify aircraft operator authorization and eligibility requirements for commercial aircraft operations under Instrument Flight Rules. Specifically, FAA should update the policy and guidance related to equipment requirements for commercial operators when using GPS for navigation.

Recommendation 2.2: Establish and Chart Communications Gaps on Published Routes

The FAA should evaluate a potential policy change permitting communication gaps on routes where communication capability is the determining factor for the minimum enroute altitude. This would allow flexibility for aircraft operators with performance limitations or icing concerns while still maintaining acceptable terrain and obstacle clearance.

Recommendation 2.3: GPS Backup Resiliency

The FAA should develop strategies to address GPS backup resiliency in Alaska. These strategies may include plans for retention and long-term support for conventional navigation aids.

Recommendation 2.4: T-Route Development

The FAA should continue the development of T-routes as a replacement for Low Frequency/Medium Frequency (LF/MF) and other conventional airways by 2025.

Recommendation 3: Aeronautical Charting

The importance of accurate and relevant aeronautical charting, given the extent of topographical and geographical challenges in Alaska, was discussed intently during the FAASI process.

Recommendation 3.1: Mountain Pass Working Group Initiative

The FAA should continue the Mountain Pass Working Group initiative and partnership with the Aircraft Owners and Pilots Association aimed at verifying existing mountain pass information and adding additional mountain passes to the Alaska VFR sectional charts as coordinated through the Service Center and as information becomes available.

Recommendation 3.2: Aeronautical Charting Meetings

Aeronautical Charting Meetings (ACM) are held bi-annually to identify issues concerning safety and usefulness of aeronautical charts and flight information products/services. To ensure adequate focus is placed on this initiative, FAA should ensure time is reserved at every future meeting to specifically address Alaska-specific charting needs that may be different than the continental United States.

Recommendation 4: Surveillance

Stakeholder discussions and FAASI internal conversations often revolved around the need for additional air traffic surveillance capability, particularly given the number of recent aircraft incidents, accidents, and near mid-air collisions in Alaska. ADS-B equipage and coverage was a frequent topic.

Recommendation 4.1: Education and Outreach of ADS-B Out Equipage

The FAA should continue education and outreach with Stakeholders related to the requirement for equipage of ADS-B Out within certain airspace in Alaska, with a focus on the safety-enhancing benefits of aircraft position notification/display for users within all airspace. Indeed, a large number of Alaska operators have independently equipped with ADS-B Out and In or were participants in the FAA Capstone upgrade program which replaced first-generation equipment on approximately 400 aircraft with rule-compliant equipment. And, the extensive usage of it demonstrates the positive safety impact not only in airspace for which ADS-B is required, but also where the system is not required.

Recommendation 4.2: ADS-B Services

The FAA should continue its efforts to deploy ADS-B services for the five non-implemented service volumes in a manner that will provide coverage along major air routes in Alaska.

Recommendation 5: Safety Outreach

The FAASI team and Stakeholders both repeatedly recognized the value of safety programs and, importantly, the opportunity to conduct them jointly while realizing the resultant synergistic value.

Recommendation 5.1: Safety Outreach Collaboration

The FAA should continue the various safety programs already underway and seek to maximize adjacent opportunities for program integration. For example, FAA sponsors and/or participates in numerous programs such as Runway Safety Action Team meetings, the Aviation Safety Action Program, and Alaska-specific working groups including the Bethel Work Group and the AOPA-sponsored Mountain Pass Working Group. There are opportunities for FAA LOBs to conduct safety outreach efforts jointly among each other and via these program initiatives to address an entire realm of operational and environmental safety requirements and best practices. One such opportunity may exist at the Bethel Airport (BET). The FAA should explore combining efforts between AVS, ATO, and ARP utilizing the BET as a pilot program that addresses runway safety, local air traffic and traffic pattern safety, Class D airspace requirements, and accident/incident analysis and discussion utilizing a shared set of safety data. FAA-derived data and subject matter expert presentation material would become even more meaningful and would be more apt to be cohesively delivered in prospective multi-meeting settings.