

Summary of Inspector General's Top Management and Performance Challenges

The Reports Consolidation Act of 2000 requires the Inspector General (IG) to identify and report annually on the most serious management and performance challenges that federal agencies face. The DOT IG's report, issued early each fiscal year, highlights urgent issues facing the entire DOT, of which FAA is one component organization.

DOT's FY 2023 Top Management Challenges report

On November 2, 2022 — seven days before publication of this FAA FY 2022 PAR — the DOT IG issued its forward looking report identifying the top management and performance challenge areas that DOT would be facing in FY 2023. The IG's finalized report is available on the IG's website at <https://www.oig.dot.gov/> and on the FAA's website at http://www.faa.gov/about/plans_reports.

DOT assigned the FAA responsibility for addressing five of the challenge areas from within the IG's forward-looking FY 2023 report. Next year, FAA's PAR will summarize the FAA's FY 2023 actions and accomplishments toward addressing these challenges, as well as what remains for FY 2024 and beyond for each key challenge.

DOT's FY 2022 Top Management Challenges report

In this FY 2022 PAR, we present a summary of the agency's accomplishments and actions taken in FY 2022 toward the challenges applicable to FY 2022, which the DOT IG published on October 27, 2021. The IG's FY 2022 memorandum is provided next, and while it is titled "DOT's Fiscal Year 2022 Top Management Challenges," the report addresses both management and performance challenges for the entire department. The pages immediately following contain a summary prepared by the FAA of the challenges specifically applicable to the FAA and the actions it took during FY 2022 to address those FAA-specific challenges. The FAA provides this summary in order to present a comprehensive perspective on the FAA's FY 2022 performance activities and accomplishments towards the challenges that were communicated at the beginning of the fiscal year, and what remains for FY 2023 and beyond.




U.S. Department of Transportation
Office of Inspector General

Memorandum

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Subject: INFORMATION: DOT's Fiscal Year 2022 Top Management Challenges
Report No. PT2022007

From: Eric J. Soskin 
Inspector General

To: The Secretary
Deputy Secretary

Transportation plays a fundamental role in the lives of every American, connecting us to our communities, our jobs, and each other. As such, the Department of Transportation's (DOT) mission is to create the safest, most efficient, and modern transportation system in the world, one which boosts our economic productivity and global competitiveness and enhances our quality of life.

The Office of Inspector General (OIG) supports the Department's mission by conducting audits and investigations to identify needed improvements to the management and execution of transportation programs. Each year, as required by law, we report on DOT's top management challenges to aid the Department in meeting its strategic priorities across various program areas. These priorities include keeping travelers safe, engaging with emerging technologies, and maintaining and improving America's infrastructure.

As it works to meet these priorities, DOT continues to face the extraordinary challenge of responding to the global pandemic of Coronavirus Disease 2019 (COVID-19). COVID-19 brought unprecedented impacts to the transportation industry that continue to play out across our Nation's economy, workforce, and lives. In particular, the Department has received more than \$106 billion in funding for COVID-19 relief across all modes of transportation. While DOT is moving quickly to distribute these funds, the speed at which they are disbursed presents oversight challenges to ensure they are spent efficiently and effectively. Accordingly, our report integrates a discussion of COVID-19 challenges within each priority area for the Department.

For example, DOT's top priority remains ensuring transportation safety. It will be critical for the Federal Aviation Administration to strengthen its oversight of aircraft certification processes and air carrier safety programs, while also enhancing risk-based decisions as air travelers and the aviation industry continue to respond to the pandemic. In addition, the safety of our Nation's roads, rails, and pipelines depends on the Department's efforts to ensure compliance with safety regulations. Strengthening its oversight of surface transportation safety programs will also include addressing the economic effects of the pandemic on State and local transportation program funding.

Maintaining and upgrading our Nation’s transportation infrastructure is another priority made further complex by the challenges of COVID-19. For example, the pandemic’s impact on air traffic levels has delayed efforts to modernize our Nation’s air traffic system. Further, the Department is now responsible for disbursing and overseeing billions of COVID-19 relief funds on top of its existing efforts to oversee construction and improvement of the Nation’s aging highways, bridges, and tunnels. A key step will be to adjust the Department’s oversight approach to account for the pandemic’s impact on program risks and operations, such as in-person inspections and travel.

Overall, the large influx of COVID-19 relief funds will challenge DOT to sharpen its focus on its contract, grant award, and administrative practices to safeguard Federal tax dollars and detect fraud, waste, and abuse. This includes monitoring significantly more grants and grantees to reduce the increased risk of improper payments Departmentwide. Equally important will be protecting the integrity of DOT’s financial management information systems to effectively administer and oversee COVID-19 relief funds, while partnering with other agencies and industry partners to resolve new and recurring cybersecurity challenges.

As DOT addresses these and other challenges, it will also be focused on another strategic priority—preparing America’s transportation systems for a future in which America is a leader in innovation and providing opportunity to all Americans. Among the many facets the Department must tackle will be the safe integration of new transportation technologies, including advanced energy sources, Unmanned Aircraft Systems (UAS), commercial space operations, and vehicle automation. At the same time, DOT will need to apply lessons learned from the pandemic’s impact on transportation supply chains and incorporate issues such as climate change into its decision-making processes.

Finally, the Department has faced COVID-19-related challenges to its overall operations and workforce management. On March 16, 2020, DOT transitioned to maximum telework. With the emergence of new COVID variants and the need to adapt to evolving public health guidance, it will be critical for DOT to realign its processes with operational and employee needs as it prepares to safely bring its workplace into the future and transition employees and contractors beyond a maximum-telework posture.

We considered several criteria to identify the Department’s top management challenges for fiscal year 2022, including safety impact, documented vulnerabilities, large dollar implications, and the Department’s ability to effect change. In the enclosed report, we identify and discuss the following challenge areas:

- Aviation Safety
- Surface Transportation Safety
- Air Traffic Control and Airspace Modernization
- Surface Transportation Infrastructure
- Contract and Grant Fund Stewardship
- Information Security
- Financial Management
- Innovation and the Future of Transportation
- Evolving Operations and Workforce Management

As always, we will continue to work closely with DOT officials to support the Department's efforts to improve safety, enhance efficiency, and protect resources, including overseeing COVID-19 relief funds. We appreciate the Department's commitment to prompt action in response to the challenges we have identified. Our final report and the Department's response will be included in DOT's Annual Financial Report, as required by law.

If you have any questions regarding this report, please contact me at (202) 366-1959. You may also contact Barry J. DeWeese, Principal Assistant Inspector General for Auditing and Evaluation, at (202) 366-1302.

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cc: DOT Audit Liaison, M-1

Of the 17 key challenges identified by the IG for FY 2022, DOT tasked the FAA with addressing the following 8 challenges:

- **Maintaining Confidence in the Aircraft Certification Process**
- **Advancing the FAA's Air Carrier Oversight to Keep Pace with Safety Management System Requirements**
- **Managing Expectations of NextGen Benefits to Justify Investments**
- **Deployment of Controller Automation Tools to Improve Efficiency**
- **Dedicating Sufficient Oversight Resources for Contract and Grant Funds for Airports**
- **Dedicating Sufficient Oversight Resources for Contract and Grant Funds for Acquisition & Business Services**
- **Safely Integrating New Technologies into Transportation Systems — UAS**
- **Safely Integrating New Technologies into Transportation Systems — Commercial Space Operations**

After the IG's report was issued, the FAA coordinated with DOT to develop an "Action Plan" that listed actions and timelines for addressing each of the challenges. The FAA then developed an "Actions Taken" report (published here) that describes the progress the FAA made throughout FY 2022 in addressing each of the challenges. This Action Plan, the Actions Taken report, and the IG's comprehensive report identifying top management challenges for FY 2022 are posted on FAA's website at https://www.faa.gov/about/plans_reports#tmc.

Maintaining Confidence in the Aircraft Certification Process

Why this is a challenge

Multiple OIG reviews have highlighted significant issues related to the FAA's oversight of the aircraft certification process. Federal law allows the FAA to delegate certain functions to organizations like Boeing to determine compliance with regulations. The FAA's certification guidance does not adequately address integrating new technologies into existing aircraft models. The FAA did not have a complete understanding of Boeing's safety assessments until after recent accidents. Communication gaps between FAA certification offices, and between FAA

and Boeing, further hindered the Boeing 737 MAX certification process.

Progress in meeting the challenge

- **Safety Management Systems (SMS)** — The FAA developed and deployed an SMS course for all Aircraft Certification employees. The FAA continued to foster and expand the voluntary adoption of SMS in design and manufacturing, with 16 design and manufacturing companies currently participating.
- **Delegation** — In October 2021, the FAA issued supplemental policy that requires FAA to approve unit members, who are the employees in a company's Organization Designation Authorization (ODA) holder's group that perform the delegated functions. The policy also assigns FAA advisors for ODA unit members. In September 2022, the FAA issued additional policy to prevent ODA holder interference with ODA unit members and to facilitate open communication between unit members and the FAA. The newly formed ODA office on-boarded 30 staff members in September 2022.
- **Integration of Certification and Oversight** — The Integrated Program Management Team provided recommendations for policy and guidance updates. The FAA initiated an Integrated Program Management prototype for three projects in FY 2022. Additionally, the FAA continues monthly program reviews for significant projects. The FAA expanded and enhanced the Technical Advisory Board (TAB) process in February 2022. Reviews of high-priority projects are held on a regular basis and include technical experts from across the agency. The TABs ask questions or make recommendations that help prompt project leaders to add more context to their analysis, fill in actual or potential gaps, and better prepare for policies, issues, or feedback that may emerge.
- **Culture of Safety and Excellence** — In August 2022, the FAA initiated a comprehensive review of its engineering and inspector workforce to determine if the agency has the right skill sets within the workforce to adequately oversee the aviation industry, including the influx of new technology. To date, the FAA has completed competency and training reviews for more than 700 engineers. In support of a just safety culture, the FAA implemented the Voluntary Safety Reporting Program (VSRP) in April 2021. The FAA is measuring the effectiveness of the VSRP and will make enhancements as the program evolves.

What needs to be done

- **Safety Management Systems (SMS)** — The FAA anticipates issuing the Notice of Proposed Rulemaking (NPRM) for SMS applicable to 14 Code of Federal Regulations parts 21, 91, 135, and 145 by the end of calendar year 2022. In the interim, the FAA continues to foster and expand voluntary adoption of SMS in design and manufacturing.
- **System Safety and Human Factors** — The FAA anticipates publishing the System Safety Assessment Notice of Proposed Rulemaking in calendar year 2023. The FAA is also implementing recommendations made by the System Safety Implementation Team and will issue new policy to require disclosure of safety critical information by manufacturers.
- **Culture of Safety and Excellence** — The FAA anticipates completing its comprehensive review in calendar year 2022. In support of a just safety culture, the FAA is conducting an assessment of AVS safety culture that will be completed in calendar year 2022.

Advancing the FAA's Air Carrier Oversight to Keep Pace with Safety Management System Requirements

Why this is a challenge

The FAA faces challenges in achieving the proactive benefits of SMS while also ensuring regulatory compliance.

Progress in meeting the challenge

- The FAA took actions to promote SMS, including ensuring the FAA is properly resourced to support the industry as SMS expands. The FAA continues to emphasize regulatory compliance through the FAA's Compliance Program and does not permit operations in continued noncompliance, even when a risk is under analysis and corrective action is in development through a certificate holder's SMS.
- The FAA improved its inspector workforce staffing model, as recommended in the 2013 IG Audit. The agency fully or partially implemented most of the 25 recommendations made by the National Research Council and continued exploring options to address staffing needs and resource challenges.
- The FAA made progress towards completing each recommendation from last year's IG report concerning Southwest Airlines. In early FY 2022, the FAA completed a series of presentations focused on part 121 operations that stressed the responsibility of

the carrier to cease regulatory noncompliance at the time of discovery. These presentations were delivered internally to FAA Certificate Management Offices, air carrier executive management, and members of the Operation Specialists Working Group (comprised of aviation industry certificate holders, industry trade organizations, and the FAA). The presentations reinforced that SMS outputs could not be used to justify continued noncompliance.

- The FAA also made progress in addressing the recommendations from the 2021 IG report concerning American Airlines. In response to the recommendation about verification of compliance with corrective actions, the FAA published new guidance that does not allow closure letters on corrective actions to be sent until corrective actions are completed and validated to the FAA's satisfaction. The FAA also implemented an enhancement to its Safety Assurance System that requires input if corrective actions were validated before closing the regulatory compliance action. Finally, the FAA continued to emphasize the importance of proper training in ensuring effective safety oversight.

What needs to be done

The FAA is currently implementing several Flight Standards initiatives to improve certificate holder safety outcomes achieved through SMS implementation and to revise FAA inspector education courses and assessment tools to improve SMS performance evaluation and reporting. Efforts include:

- Revising Advisory Circular 120-92e (Safety Management Systems for Aviation Service Providers) to include more industry information on scaling SMS requirements to the size, scope, and complexity of certificate holder operations.
- Revising FAA Order 8900.1, Volume 17 (SMS Voluntary Program) revision to include a "Corporate SMS Process" that allows the industry more flexibility in implementing an SMS across multiple FAA operating certificates.
- Expanding industry SMS implementation and training support through an FAA/industry collaboration entitled "SMS Consultants Program."
- Developing improved FAA SMS data collection tools to better assess certificate holder SMS performance and related benefits.
- Revising inspector SMS training courses to improve SMS assessment capabilities of the Flight Standards' workforce.

Managing Expectations of NextGen Benefits to Justify Investments

Why this is a challenge

Airlines had high expectations for NextGen benefits from key programs including Time-Based Flow Management (TBFM), Terminal Flight Data Manager (TFDM), Terminal Sequence and Spacing (TSAS), Data Communications (Data Comm), and Automatic Dependent Surveillance-Broadcast (ADS-B In). The COVID-19 pandemic delayed implementations and shifted focus to controller training to provide base operations. Airlines have slowed equipage commitments, and the FAA has delayed TSAS and ADS-B In indefinitely. Demand has also been reduced, driving NextGen benefits further into the future.

Progress in meeting the challenge

- The FAA continued to work with industry through the Joint Analysis Team to reach an agreement on methodologies to evaluate benefits of key implementations, including North Texas Metroplex, Wake Turbulence Recategorization, Data Comm, and Established on Required Navigation Performance.
- Through 2021, FAA achieved \$8.5 billion in benefits from implemented NextGen capabilities. These benefits are shown in detail on the NextGen website: <https://www.faa.gov/nextgen/reporting-benefits>.
- The FAA edited the NextGen website to revise the previous projection of \$100 billion in benefits by the early 2030's and to provide reasons for the changes.
- The FAA communicated its rationale for changes to future benefit estimates to the IG, also conveying the conditions needed to make new benefit projections. COVID-19 impacted many of the underlying assumptions of future benefit projections, including aviation demand projections, program schedules and funding, and airline equipage.
- The FAA held several sessions with industry at the ATO Trajectory Based Operations Industry Day in September 2022, and at the Special Joint Analysis Team meeting, to explain the impact of reduced demand on performance measures.

What needs to be done

- The FAA will continue to measure benefits delivered to date by implementations such as North Texas Metroplex, Wake Turbulence Recategorization, Data Comm, expected departure clearance times, and integrated departure/arrival capacity.

- Implemented NextGen capabilities are expected to deliver another \$14 billion of benefits from 2022 to the early 2030s. The FAA will work with industry to assess how to prioritize major new capabilities, including Data Comm, ADS-B In, Traffic Flow Management System, TBFM/TSAS, and TFDM.
- Looking forward, the FAA will need more time to assess changes to the schedules of key programs in order to develop realistic future schedules for NextGen implementations.
- The FAA will continue to work with industry to fully equip aircraft to maximize NextGen benefits.

Deployment of Controller Automation Tools to Improve Efficiency

Why this is a challenge

The FAA has faced challenges in successfully implementing TBFM, and it has delayed planned TSAS implementations for more than three years. Currently, TSAS implementations are planned for only two locations (Denver and Southern California), a reduction from the nine previously planned locations. These reductions are due to changes in prioritization, a furlough, and the COVID-19 pandemic. These obstacles have impacted benefits for the Metroplex program, which aimed to implement Performance Based Navigation in 12 congested metropolitan areas.

The FAA also faces challenges in deploying the TFDM.

Progress in meeting the challenge

TBFM/TSAS

- In FY 2022, the FAA continued to implement TBFM metering tools to condition arrival flows in support of Initial Trajectory Based Operations. TBFM-extended metering already provides spacing to enable a more coordinated flow that feeds into Denver terminal airspace.
- Delays and funding shortfalls caused by COVID-19 impacted the FAA's progress toward TSAS capability. In August 2022, in accordance with industry and stakeholder feedback, the FAA deferred TSAS implementation until a new timeline can be developed.
- In FY 2022, the Denver and Las Vegas Metroplex implementations demonstrated benefits and efficiency gains with arrival metering through fewer miles flown and more efficient spacing to the Terminal Radar Approach Control Facilities boundary and on final approach.

TFDM

- Since January 2022, the TFDM Program significantly increased program activities to recover from the shutdown caused by COVID-19.
- The TFDM team began the implementation process at two key sites (Build 1 Cleveland and Build 2 Charlotte) and early waterfall sites (Indianapolis, Phoenix, Raleigh, Columbus, Las Vegas, Los Angeles, San Jose, and Tampa). These sites are in different stages of the implementation process, which includes site assessment (survey), site prep and design, system installation, optimization and customization, site acceptance, operations transition and familiarization (training), and systems going operational.
- The FAA finalized the software build resulting from William J. Hughes Technical Center Lab and on-site Cleveland/Phoenix operations testing, achieving the Build 1 Operations Suitability Decision in September 2022.

What needs to be done**TBFM/TSAS**

- Now that the TSAS capability has been deferred due to COVID-19 delays and funding shortfalls, the FAA will develop a new implementation timeline.

TFDM

- In FY 2023, the FAA plans to achieve three critical milestones in the acquisition process:
 - Build 1 Initial Operating Capability at the key site in Cleveland in the first quarter of FY 2023.
 - The Independent Operational Assessment a week after Initial Operating Capability.
 - The In-Service Decision (approval to deploy the waterfall) planned for the third quarter of FY 2023.
- The FAA will continue outreach to external stakeholders, including airlines and airports, by providing system demonstrations and integration testing in the TFDM testbed.

Dedicating Sufficient Oversight Resources for Contract and Grant Funds for Airports***Why this is a challenge***

With three COVID-19 airport relief programs up and running in FY 2022 and more than 7,000 grants executed, the FAA focused on building a larger, more specialized staff to handle the larger workload, and the different funding opportunities presented in CRRSAA and ARPA that were not in the CARES Act.

Progress in meeting the challenge

- Hired staff with specific expertise in the airport concessions industry to lead reviews of concessions relief plans that airports will submit to draw down on concessions relief funding.
- Hired additional staff to assist in general grant drawdown requests, outreach to sponsors who have been slower to draw down on their grants, and general reporting and audit requests.
- Continued to meet directly with sponsors to answer questions on eligible expenses, potential development projects, or concessions relief plans.
- Contracted for independent reviews of payment integrity for CRRSAA and ARPA. Contractors reviewed documentation from sponsors on selected samples to determine the strength of the oversight of the CRRSAA program. The contractors also created the initial sample of the ARPA general grants.
- Took steps to implement COVID-19 relief program management restructuring to provide additional management support.

What needs to be done

- Explore additional contract support to assist with the growing requests for data and reports while also planning to wind down the program. The FAA is finalizing the onboarding of additional contract staff to review and approve the SF-425 documentation that sponsors are required to submit annually.
- Continue outreach to sponsors who have been slow to draw down on their grants or to execute grants initially. Upon execution, the period of performance for these grants is four years. As such, the FAA will focus on older CARES Act grants.
- Continue to meet with sponsors to address any questions on the concessions rent relief grants provided by both CRRSAA and ARPA.

- Update guidance to both FAA staff and airport sponsors on any lessons learned, including updated FAQs for all three programs.
- Use contract staff to finalize the CRRSAA grant program review as well as complete their review of the ARPA grant program.
- Work to close out completed grants. In FY 2022, the FAA prioritized closing CARES Act grants. In FY 2023, the FAA will prioritize closing CRRSAA and ARPA grants that have been fully expended.

Dedicating Sufficient Oversight Resources to Contract and Grant Funds for Acquisition & Business Services

Why this is a challenge

Contracting Officer's Representatives who lack required certification may put the implementation of FAA programs at risk.

Progress in meeting the challenge

- In April 2022, the FAA used the Acquisition Learning Institute to strategically communicate, deploy, and manage training and to provide development activities and opportunities for the acquisition workforce.
- In June 2022, the FAA performed a business process reengineering review of the systems and processes used to track and report acquisition workforce certifications.
- In September 2022, the FAA's National Acquisition Evaluation Program expanded to include routine oversight of acquisition training and certification processes.

What needs to be done

The FAA's Acquisition & Business Services has completed and finalized this challenge. No further action is needed.

Safely Integrating New Technologies into Transportation Systems — UAS

Why this is a challenge

The FAA has not issued guidelines to address beyond visual line-of-sight (BVLOS) operation of UAS in the nation's airspace. As a result, achieving full and safe integration of UAS remains a challenge.

Progress in meeting the challenge

- The FAA received and published industry consensus recommendations from the UAS BVLOS Aviation Rulemaking Committee (ARC) in March 2022.
- The FAA held two public listening sessions for the BVLOS ARC Report, one in June 2022 and another in July 2022. Recordings are available on the FAA YouTube Channel at: <https://www.youtube.com/watch?v=YszixFBIrWY> and <https://www.youtube.com/watch?v=EZvdLqsOgJo>.
- The FAA initiated a rulemaking project to update existing regulations for safe, scalable, economically viable, and environmentally advantageous UAS BVLOS operations. The UAS Operations using Special Airworthiness (Regulatory Information Number 2120-AL81) project is the first in a series of rulemaking efforts. The rulemaking team for this effort began work in August 2022.
- The FAA formed a tiger team to review challenges associated with issuing exemptions, including many for BVLOS operations. The tiger team provided its recommendations earlier this summer.
- The BEYOND Program continued focus on enabling UAS BVLOS operations through its partnership with eight state, local, and tribal governments. Through the BEYOND program:
 - The FAA collects operational data (flight; maintenance; and accidents, incidents, and anomalies) from the eight BEYOND Program Lead Participants.
 - With input from the BEYOND Program Lead Participants, the FAA continues to build quantitative measures on the societal and economic impacts of various UAS operations.
 - The FAA used the BEYOND operational data to develop the FAA Aerospace Forecast, Fiscal Years 2022–2042, which can be viewed here: <https://www.faa.gov/dataresearch/aviation/faa-aerospace-forecast-fy-2022-2042>.
 - The FAA provided BEYOND operational data to the BVLOS ARC to inform its rulemaking recommendations. The ARC issued its final report in March 2022.

What needs to be done

- The FAA plans to initiate additional rulemaking for BVLOS UAS operations in FY 2023 that would consider other recommendations from the BVLOS ARC and build on the recommendations from the

UAS Operations using a Special Airworthiness rulemaking effort.

- The FAA plans to implement several approved recommendations from the tiger team in FY 2023.
- The FAA plans to publish a Notice of Proposed Rulemaking for UAS Operations using Special Airworthiness in February 2024.

Safely Integrating New Technologies into Transportation Systems – Commercial Space Operations

Why this is a challenge

Over the past five years, the FAA has gone from licensing approximately one commercial space launch every month to more than one every week, including newly introduced passenger flights. With the federal government and private industry increasingly relying on commercial space operators to meet its needs and to instill public confidence in this changing industry, it is critical to strike the right balance between supporting the industry's continued development and safely integrating its operations into the national air space. This requires effective coordination with industry and other federal agencies.

Progress in meeting the challenge

Space Collaborative Decision Making (SpCDM)

- In April 2022, the FAA completed the legal review of SpCDM and finalized the charter.
- The Space Operation Committee of the SpCDM first convened in June 2022. The participants included commercial space providers, the aviation industry, NASA, U.S. Space Force, and the FAA. Since then, the participants have met, as scheduled, every two months. The SpCDM has also formed several sub-teams regarding data exchange and international coordination. Overall, the SpCDM

conducts information exchange-based forums regarding space operations which inform safe and efficient integration of space operations into the national airspace.

Debris Response Area

- The Debris Response Area procedures went into effect in April 2022. The FAA now has real-time response capabilities for debris-generating space vehicle malfunctions, significantly enhancing flight safety.
- The Acceptable Level of Risk Review Team Subgroup on Contingency Procedures developed mandatory air traffic controller training. This training was assigned to air traffic personnel via the Electronic Learning Management System prior to Debris Response Area procedure implementation. FAA Order JO 7110.65Z Change 2, entitled "Air Traffic Control," revised in May 2022, includes all relevant procedural changes.

Space Data Integrator

- Since the deployment of the Space Data Integrator operational prototype in June 2021, the FAA has developed additional enhancements to support new operational procedures and improve the data exchange with launch operators.
- The FAA continues investment analysis as it moves towards a long-term integration plan. Specifically, the FAA conducted operational mock evaluations with users to validate requirements and engineering assessments for expanding the space data integration into existing automation.

What needs to be done

Space Data Integrator

- The FAA plans to integrate Space Data Integrator capabilities into existing automation tools in future investments. The FAA is currently working with stakeholders in the investment analysis process.