Executive Summary

A Task Group of the Tactical Operations Committee (TOC) reviewed use cases and benefits for the Aeronautical Information Management Modernization Segment 3 (AIMM S3) Program and provided feedback and recommendations. Stakeholders look forward to receiving the data intended for AIMM S3 – improved SAA schedules, near real-time Special Activity Airspace (SAA) status information and digitized Letters of Agreement (LOAs) and Standard Operating Procedures (SOPs). Operators have sought this robust data set for years and provision of the information is expected to drive new and innovative applications.

AIMM Segment 3 SAA information is expected to enable operators to plan and operate more efficiently, improve situational awareness and enhance collaboration around the use and management of airspace.

The Task Group reviewed the FAA's Flight Efficiency benefits study for SAA information in AIMM S3 and submits the following recommendations regarding the benefits study:
- Enhancements should be made to the FAA's AIMM S3 SAA flight efficiency benefits study to make the analysis less conservative.
- The FAA should engage and provide interim reports to the TOC on the development of the business case analysis for AIMM S3.
- The FAA should conduct further analysis of safety issues to better define the magnitude of benefits that could be realized from AIMM S3.

The Task Group also identified a series of Dependencies and Concerns to achieve benefits from the SAA schedule and status data and offered the following recommendations:
- Cold status information is most valuable if it includes information on when the SAA will be Hot next. This should be included in the data, if possible.
- Human Factors analysis must be performed to understand how different stakeholders will use and benefit from the new data from AIMM S3
- Ongoing evaluation of SWIM is critical to ensuring data integrity and, ultimately, flight safety.
- The FAA should work with stakeholders to determine requirements for the future SAA user application and consider integrating all data into a single website with other aeronautical information (i.e., TFRs, SUA, NOTAMs, etc).
- The FAA should engage with stakeholders to develop the OSS and provide updates to the TOC as the OSS matures.
- The FAA should consider tasking the appropriate Special Committee, i.e., SC-206, to reevaluate the FIS-B Minimum Operational Performance Standards (MOPS) to determine when uplinking SAA status would be beneficial.
- Local SAA adaptations or modifications should be included in SWIM.
- As more scheduling entities connect to SAMS, the FAA should reevaluate the amount of SAA that is active without being scheduled and analyze why those operations are not being scheduled.

Finally, the Task Group provided perspective on LOAs and SOPs. By understanding these, stakeholders understand constraints in the air traffic system, enabling more efficient flight planning. With over 20,000 LOAs/SOPs in the NAS today, stakeholders understand digitization of these will require time to complete.

The group made the following two recommendations regarding LOAs and SOPs:
- The Task Group recommends that the FAA consider establishing a single authoritative source for LOA/SOP information.
- The Task Group requests the FAA continue to work with the TOC to receive guidance and direction on how to sequence the digitization of LOAs and SOPs as AIMM Segment 3 moves forward.