



Memorandum

Date: May 5, 2026

To: Line of Business and Staff Office Senior Executives

From: Bryan Bedford, Administrator, Federal Aviation Administration

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Concur by: Rebecca Guy, Chief Technology Officer, Airspace Modernization Office

Subject: Amendment to Appendix B of the Brand-New Air Traffic Control System (BNATCS) Program: Waivers and Acquisition Rules (the Waiver)

Purpose

This memorandum adds NAS Trusted Enhanced SWIM Cloud Services (ESCS), Strategic Management of Airspace, Routes & Trajectories (SMART), Common Automation Platform (CAP) and Major Air Space Redesign program numbers 26 thru 29 to Appendix B of the Waiver.

Background and Rationale

On August 28, 2025, I issued the Brand-New Air Traffic Control System Program: Waivers and Acquisition Rules (the Waiver), which waives AMS requirements, FAA policy, order, rule, manual, and procedures for programs listed in Appendix B. Under Section IV of the Waiver, I may extend the Waiver to additional programs necessary to deliver timely BNATCS. Four programs are being added under this memorandum.

1. NAS Trusted Enhanced SWIM Cloud Services (ESCS) will provide foundational cloud infrastructure essential to BNATCS deployment. This program enables:
 - scalable, secure hosting of NAS workloads with FedRAMP High authorization;
 - rapid deployment capabilities through elastic compute resources and standardized platforms;
 - enhanced operational resilience and reduced total cost of ownership; and
 - compliance with NAS security policies through robust identity management, data protection, continuous monitoring, and incident response integrations.

2. SMART (Strategic Management of Airspace, Routes & Trajectories) will leverage BNATCS investments in cloud computing, AI and machine learning to automate a shared view of the entire national airspace, enabling diverse operators to participate in NAS-wide strategic deconfliction with trajectory-based optimization of flight paths.
3. The Common Automation Platform (CAP) will replace the FAA's legacy en route and terminal air traffic control automation systems - including the En Route Automation Modernization (ERAM) system and the Standard Terminal Automation Replacement System (STARS) - with a unified, modular platform. This program enables:
 - consolidation of en route and terminal automation onto a single, interoperable platform, eliminating redundant systems and reducing lifecycle sustainment costs;
 - a modern, scalable software architecture that supports rapid integration of advanced capabilities including AI/ML;
 - enhanced operational resilience and cybersecurity through a cloud-native design aligned with NAS security requirements; and
 - accelerated technology insertion through open standards and modular design, reducing FAA's dependence on proprietary legacy infrastructure.
4. Major Airspace Redesign includes strategic initiatives to modernize the National Airspace System (NAS), using operations, efficiency, safety and delay metrics. This will:
 - optimize terminal and enroute airspace, procedures and infrastructure in key markets;
 - address structural inefficiencies, system throughput, and resilience through foundational investments in air traffic management;
 - enable re-sectorization to address constrained airspace due to volume and route movement due to weather avoidance and other constraints including space launch/recovery; and
 - enable new capabilities including Established on RNP (EoR) and Multiple Air Route Separation (MARS) and introduce additional Performance-Based Navigation (PBN) infrastructure.

These four programs were not included in the original Appendix B but subsequent technical analysis has confirmed the critical role these programs play in enabling the BNATCS timeline and mission objectives.

Based on the reasons above, effective immediately, the following program is hereby added to Appendix B of the Waiver:

26. NAS Trusted Cloud Enhanced SWIM Cloud Services (ESCS)
27. Strategic Management of Airspace, Routes & Trajectories (SMART)
28. Common Automation Platform (CAP)
29. Major Airspace Redesign

Effective Date

This determination and direction are effective as of the date of my signature.


Bryan Bedford
Administrator, Federal Aviation Administration

Issued this 5th day of May, 2026