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November 3, 2016

Victoria Wassmer, Acting Deputy Administrator/Chief NextGen Officer
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Deputy Administrator Wassmer:

Thank you for your leadership in serving as the Designated Federal Official (DFO) for the NextGen Advisory Committee (NAC) and your participation in the October 5th meeting at the JetBlue University in Orlando, FL. I was pleased that Administrator Huerta was also able to attend the meeting, underscoring the importance of the NAC's engagement of the industry in establishing priorities and the consensus-based process to implement NextGen capabilities.

This letter officially conveys the attached summary of the meeting and highlights the discussions and actions from the October meeting, along with the following approved recommendations:

1. PBN Time, Speed, Spacing Task Group Recommendation

The final report on the development of a 15-year plan for deployment of PBN that identifies and prioritizes the tools and technologies that are ground vs. aircraft based in 5-year increments: near-term, 2016-2020; mid-term, 2021-2025; and far-term, 2026-2030. The report endorses a transition to a time-based system to enable higher percentages of PBN operations with the goal of keeping aircraft on an optimal path and achieving visual meteorological conditions (VMC) performances in instrument meteorological conditions (IMC). It also highlights the significant cultural change for controllers, pilots, dispatchers and others involved in the operation of aircraft, along with the critical availability of decision support tools for air traffic controllers.

2. Joint Analysis Team (JAT) – Final Report: Performance Based Navigation Procedures: North Texas Metroplex, Denver Established on RNP (EoR)

The JAT industry-FAA team findings of the assessment of performance improvements attributable to the implementation of selected NextGen capabilities at specific locations:

North Texas Metroplex – has segregated arrival routes between Dallas/Ft. Worth International and Dallas Love Field, added route structure where flights previously vectored off-route, served as an enabler for increased Time Based Flow Management forecasting accuracy, provided infrastructure for new tools, and improved safety. Arrivals experience slightly increased flight distance within 300nm, but slightly reduced time along with clearly reduced level segments and increased continuous descents, particularly for DFW.

Denver - The JAT found that EoR is an important enabler for future growth of utilization of efficient PBN approaches. To date, EoR has increased utilization of RNP AR approaches by 12%, from 5.8% of arrivals to 6.6% of arrivals. If an additional waiver is granted, EoR is expected to enable an increase up to 7.1% of arrivals executing RNP AR approaches.

Other areas covered during the meeting include:

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NextGen Integration Working Group Reports – teams from the four priority areas (DataComm, Multiple Runway Operations, PBN and Surface) of the joint FAA-Industry NextGen Integration Working Group (NIWG) provided a status update of their work, tracking 2016 commitments, and reviewed current work for 2017-2019.

Value of NextGen Capabilities Ad Hoc – the Committee discussed and provided feedback to the NAC Ad Hoc that is developing high-level messaging that conveys the value of NextGen capabilities.

Enhanced Surveillance – the co-chairs of the Enhanced Surveillance Task Group outlined the work thus far on the tasking (June 2017 deadline) to evaluate the need and benefits of enhanced surveillance capabilities for oceanic airspace controlled by the FAA.

PBN Implementation – the Committee received a report from Southwest and United Airlines representatives about new NextGen approaches (Established on RNP) at Denver.

NextGen Equipage – the Committee continued its effort to understand and work to remove barriers to aircraft operator equipage to utilize NextGen capabilities by receiving briefings from American, SkyWest and United Airlines representatives. The FAA also reported on the status of aircraft ADS-B Out equipage in meeting the regulatory mandate of January 1, 2020. The Committee again noted that there is a need to determine ADS-B requirements and an equipage path for Unmanned Aircraft Systems (UAS).

Action Items – A table is included in the meeting summary that outlines specific action items identified at the meeting, with the responsible entities and completion dates.

My term as Chair is now complete. I want to thank you and Administrator Huerta for the opportunity to lead the NAC during the last two years. The Committee serves an effective venue for the FAA and industry to collaborate on the investments being made to implement NextGen and I am honored to have been able to work with the dedicated men and women affiliated with the NAC.

Sincerely,



Richard Anderson
Chairman, NextGen Advisory Committee

Attachments:

- October 5, 2016 NextGen Advisory Committee Meeting Summary
- PBN Time, Speed, Spacing Task Group – Final Report
- Joint Analysis Team – Final Report: Performance Based Navigation Procedures: North Texas Metroplex, Denver Established on RNP (EoR)